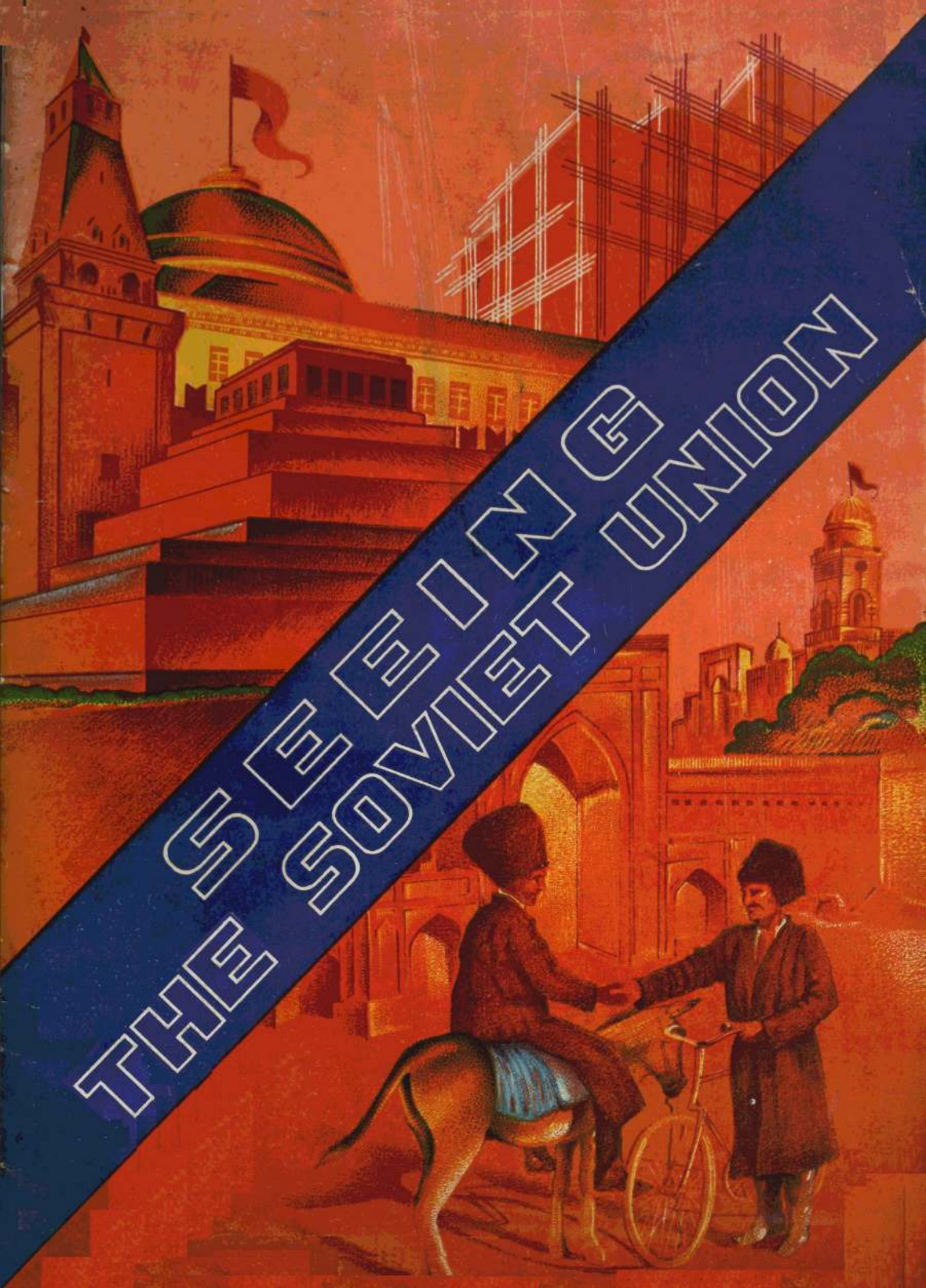

SEEING
THE SOVIET UNION

SEEING THE SOVIET UNION

PRINTED IN THE UNION OF SOVIET SOCIALIST REPUBLICS (RUSSIA)
ISSUED BY INTOURIST, MOSCOW

USSR — 1933

THE SOVIET UNION, GOAL OF THE WORLD'S TOURISTS

With each passing year that sixth part of the world which has not been affected by the general crisis attracts the attention of the rest of the world more and more. Statesmen, journalists, economists, artists, scientists, teachers, the employing industrialist and the workman whom he employs, thoughtful and intelligent people of every class and profession, all alike find in the Soviet Union something of special interest.

The rich heritage of the ancient Russian cities, especially Moscow, in art and architecture and historic survivals of the past is matter of common knowledge. The unique natural beauties of such favoured corners of the earth as the mountain regions of the Caucasus and the Urals — those two natural frontiers between Europe and Asia — of the Crimean Peninsula and the fertile banks of the Volga and the Dnieper, have long been classic themes in prose and poetry.

The pre-eminence of the Soviet theatre is recognised in both Europe and America; the western world is familiar with Soviet achievements in opera and ballet, drama, music and painting; the great museums of the USSR contain treasures which no lover of art can overlook. No connoisseur of painting can be said to have completed his studies until he is familiar with the galleries of the Leningrad Hermitage, which has the most complete collection of Rembrandts to be found anywhere, and with the unequalled examples of the modern French impressionists and post-impressionists in Moscow.

Nevertheless the chief interest which brings tourists to the Land of the Soviets is certainly the novelty of its economics and the distinctive character of its new social order, which has called out so many contradictory and often prejudiced judgments and criticisms in the West. And now, just when the world crisis has paralysed commercial activity and industrial construction in five-sixths of the world, here in this other sixth — the USSR — new construction and expansion is being pushed on a scale and with a speed which is altogether unparalleled.

In the USSR each year is a separate link in a far-reaching, co-ordinated plan of industrial, agricultural and cultural construction, and thus each year there are new objects of interest for the visitor from abroad to study as more and more new industrial enterprises, power plants, metallurgical works, factories and combinates are completed and put into operation.

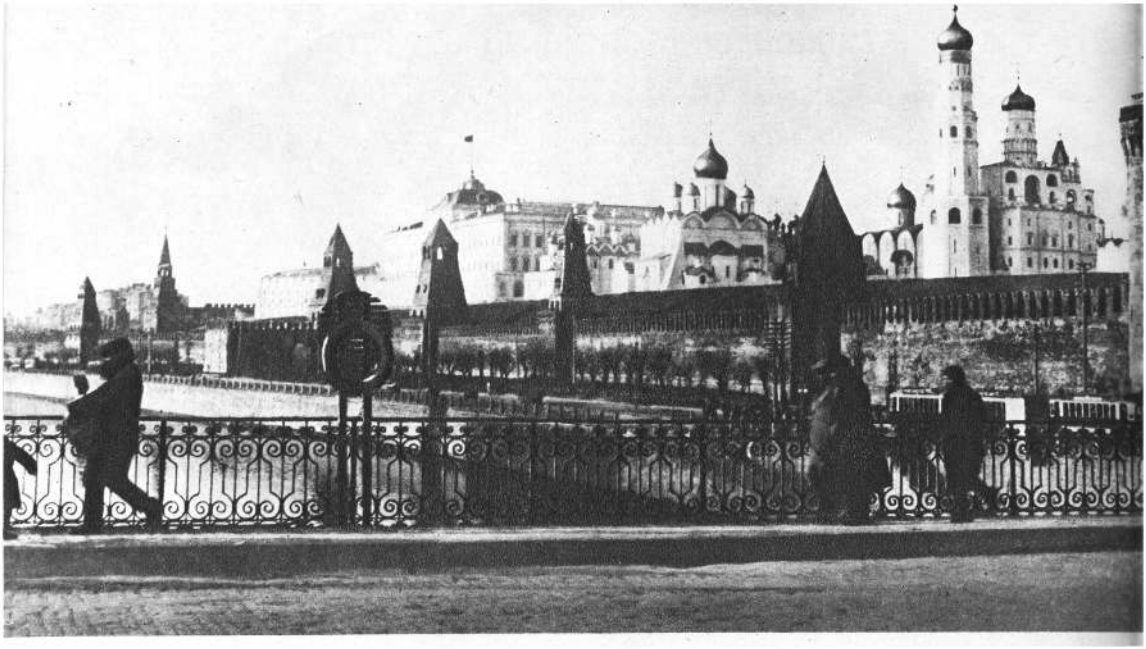
The results of this great industrial boom are already impressive. One of the largest automobile works in Europe has been erected at Gorky (formerly Nizhni-Novgorod) on the Volga; it has a capacity of 140,000 machines a year. Still other giants of industry have been completed at Stalingrad and Kharkov each with a capacity of 50,000 tractors annually. The largest dam in the world has been built on the Dnieper River; it is 120 feet high and over half a mile long. The turbines of the Dnieper power plant have no equal in the world. In the Urals, the blast furnaces of the Magnitogorsk Metallurgical Works have only one competitor (in America) in size and output; they started work in 1932. Still other industrial giants, triumphs of Soviet constructive energy, have been added to the USSR's industrial forces — the Kuznetsk Metallurgical plant in Siberia and the modern works on the Dnieper where ferro-alloys are made by power from the new Dnieper hydro-electric station, re-named Dnieproges.

Thus 1933 is the year in which to survey the achievements of the first Five-Year Plan, which has just been completed, and to see the start of the second Five-Year Plan, which has still more ambitious undertakings in prospect.

The tourist will be no less interested in the revolutionary changes which have taken place in the agriculture of the Soviet land and their effect on the lives of the peasants. The new Sovkhozes (the farms managed directly by the Government) are so large that it is possible to apply the most advanced methods of cultivation, which cannot be profitably used on small farms. In the Ukraine the Kolkhozes (the peasants' collective farms) are already receiving electricity from Dnieproges. The whole Dnieper-Petrovsk region, which is as large as the average European country, is already using electricity in the cultivation of vegetables for the market. Here the tourist may actually see ploughing done by electricity, and an excellent electrical combined harvester has been designed and is being manufactured at the Komunar agricultural machinery plant in Zaporozhye.

Based on this tremendous industrial advance, a new social order is growing up which is also of absorbing interest to the traveller. Everywhere are new children's playgrounds and day nurseries; the school system has been entirely reorganised; institutes of physical culture, the people's courts, the offices where marriages and divorces are registered — all these illustrate the new life and the new civic principles of the socialist state.

The fair-minded observer of world affairs should base his judgment of the Soviet Union on actual experience, not on hearsay and secondhand reports. Intourist's itineraries for 1933 have been planned on this principle. Let us, then, make a brief survey of the many objects of interest included in these itineraries. The numbers in brackets which follow the place names indicate the itineraries in which those places are included.



The Kremlin, seen from Intourist's New Moscow Hotel. The tall white tower topped by a golden dome is the Ivan Veliki, at the foot of which stands the Great Bell.

MOSCOW (2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 15)

Moscow is included in nearly all the itineraries; it is the metropolis of the USSR, the seat of the Soviet Government, the centre of the cultural and social life of the country. Today, Moscow is a city where much and rapid building is going on; wrecking gangs are busy pulling down the old one and two-story houses which made Moscow look like an overgrown village. Tall, modern apartment houses are rising in their place. The city streets have been repaved. On a large, open space which has been cleared on the bank of the Moscow River, the largest building in Europe is under construction — the great Palace of the Soviets, in the designing of which prominent European and American architects have participated. Across the river an immense, fourteen-story apartment house has been completed. In the centre of the city, work is being pushed at top speed on several new and comfortable hotels to accommodate Moscow's increasingly numerous visitors. The construction of a subway which will relieve the congested surface cars, is in full swing.

Moscow, New and Old, is studied in the various excursions around the city. We begin with the famous Red Square beneath the Kremlin walls, in the centre of which is Lenin's granite mausoleum with its terraced top. The interior is decorated with many kinds of semi-precious stones — marble, malachite, jade — and here, in a glass coffin, rests the embalmed body of the leader of the socialist revolution, before which passes an endless stream of men, women and children from all parts of the Union and the outside world.

The ancient Kremlin, the citadel of the early Moscow Tsars, is now the seat of the first socialist government. Within its walls are medieval palaces and cathedrals. Here, too, is the Armoury, once the family museum of the tsars, a treasury of old and curious weapons and other valuable historical objects. As the visitor gazes across the Red Square at the crenellated walls and golden domes of the Kremlin, the vista is completed by the fantastic and beautiful church of St. Basil, built in the reign of Ivan the Terrible and looking as though it had dropped straight out of a fairy tale.

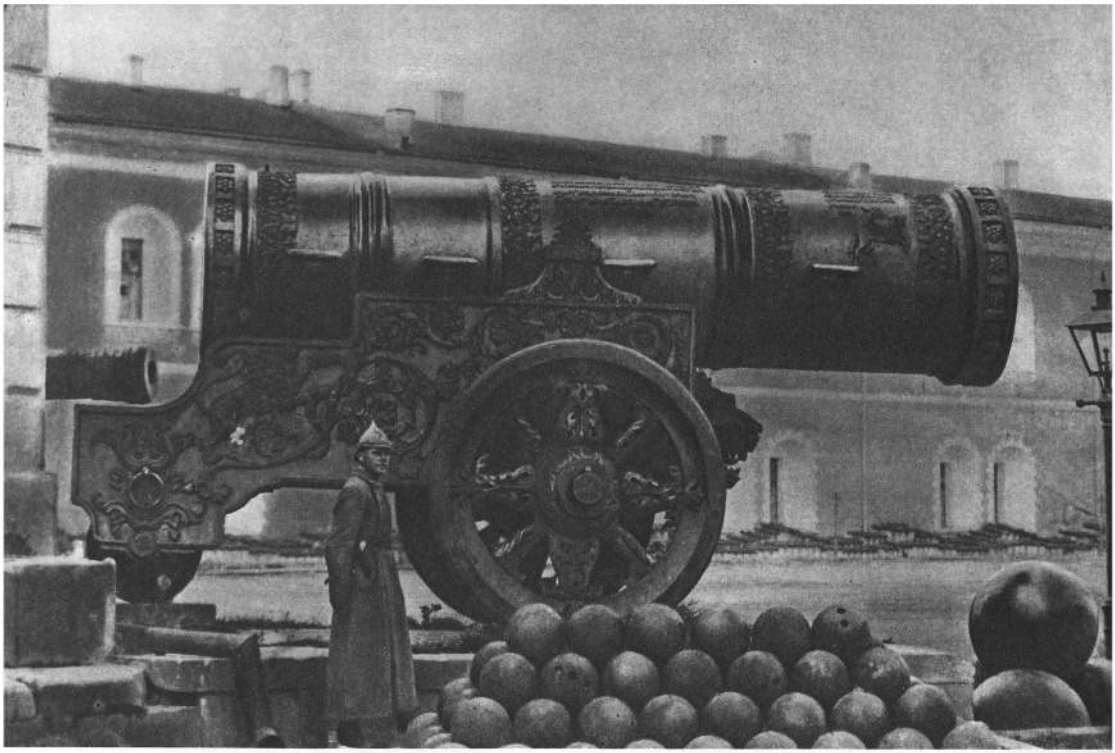
Moscow, an Industrial Centre. During recent years the city's industries have been increased by the construction of many gigantic plants — the AMO automobile works, one of the most up-to-date in the world; the ball-bearing and machine-tool factories, the great electric power plant, and many others.

Moscow, City of Museums. The museums of Moscow are so numerous, and their collections so varied in character, that it is impossible to do more than hint at the treasures which await the tourist. In the Tretyakov Gallery are representative and characteristic works of the most famous Russian artists; in the Museum of Western Painting is the most complete collection in the world of the modern French school. The Museum of Peasant Art has admirable specimens of the handicrafts of the many peoples of the Soviet Union; there is a Toy Museum, a museum which reproduces the home life of a Russian nobleman of the 17th century; the house where Tolstoi lived and worked and Historical and Theatrical museums. The Novodyevichi (New Maidens) Monastery is now the Museum of the Liberation of Woman. Three important museums which are closely related to one another are those of the Revolution, of the Red Army and of the Lenin Institute. For the visitor interested in sociology there are the Museums of the Protection of Labour, of the Protection of Mother and Child, and scattered throughout the city are many others of special interest.

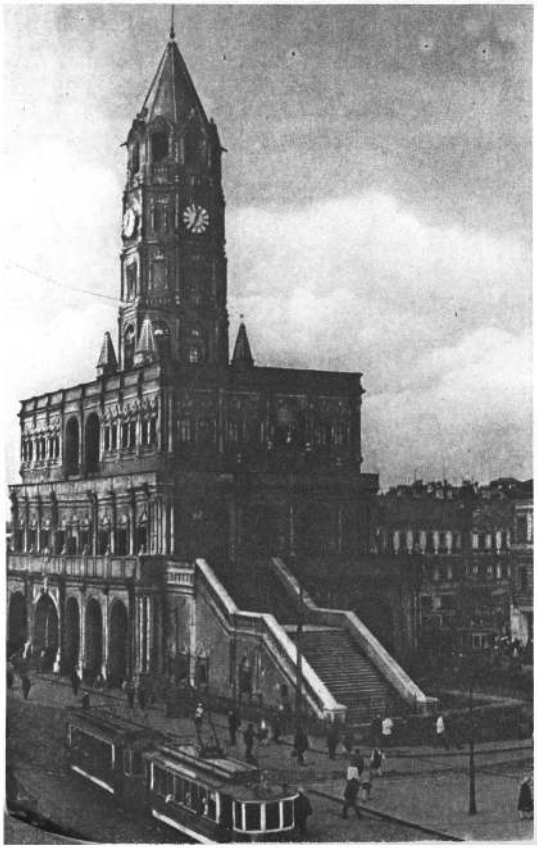
Moscow, Home of Three and a Half Millions. Everywhere are the new buildings which have been erected as the expression of the new life. Great club buildings of concrete and glass shelter under one roof halls for theatrical entertainments, popular libraries and sports organisations, and there are always kindergartens and day nurseries where mothers who come to the club may leave their children in the safe care of special teachers and nurses. The tourist may visit a reformatory and observe the prisoners working at their trades — for here employment is considered the best antidote to crime. ZAGS, where marriages, divorces, births and deaths are registered, is always an interesting place to visit, and so is a People's Court; both help to a clearer understanding of the new socialist society. The Institute of Community Cooking is worth seeing, as is a "factory kitchen", where meals are turned out by the thousand, a community dining-room where these thousands of meals are eaten, and one of the immense community dwelling houses where the workers live.

And finally the tourist must see the people at play, for Moscow has many sport organisations, the members of which enjoy the sport fields of the numerous public parks, and crowd the immense Dynamo Stadium to witness the All-Union and international contests.

The New stands forth in bold relief in modern buildings such as this in Moscow, made more vivid still by contrast with monuments of medievalism.



The Tsar Cannon, in the Kremlin.
***Cast in the 16th century,** it **has never** fired a shot.*



The Sukharev Tower, Moscow,
now housing the Museum of the city of Moscow.

The Grand or "Bolshoi" Theatre, Moscow, its massive white columns facing Sverdlov Square, in the heart of the city.

Moscow, City of Theatres. All these excursions occupy the tourists' day-time hours; the evening is left free for the theatre. The range of choice is very great: the Bolshoi Theatre gives performances of opera and ballet, both classical and modern; the Art Theatre is now as formerly a place where the craftsmanship of the actors is unrivalled. The very newest experiments in theatrical technique may be seen in the Meyerhold and Kamerny theatres, and in the Vakhtangov, while the Little Theatre specialises in the older and more well-known dramatic works.

Red Square, the heart of Moscow. On the right the Kremlin wall, the Spasski Tower, Lenin's Tomb; on the left the unique Cathedral of St. Basil. The cars are part of Intourist's fleet.

Nightfall stills the bustle of busy Soviet Leningrad, and brings a mome from the past . . . the tsar's double eagle on an old iron bridge, the Admiralt spire piercing the sky like a golden dagger.

Gleaming, multi-coloured domes mark the Church-on-the-Blood rising be Fontanka Canal in Leningrad on the spot where Alexander II was ki by a bomb.

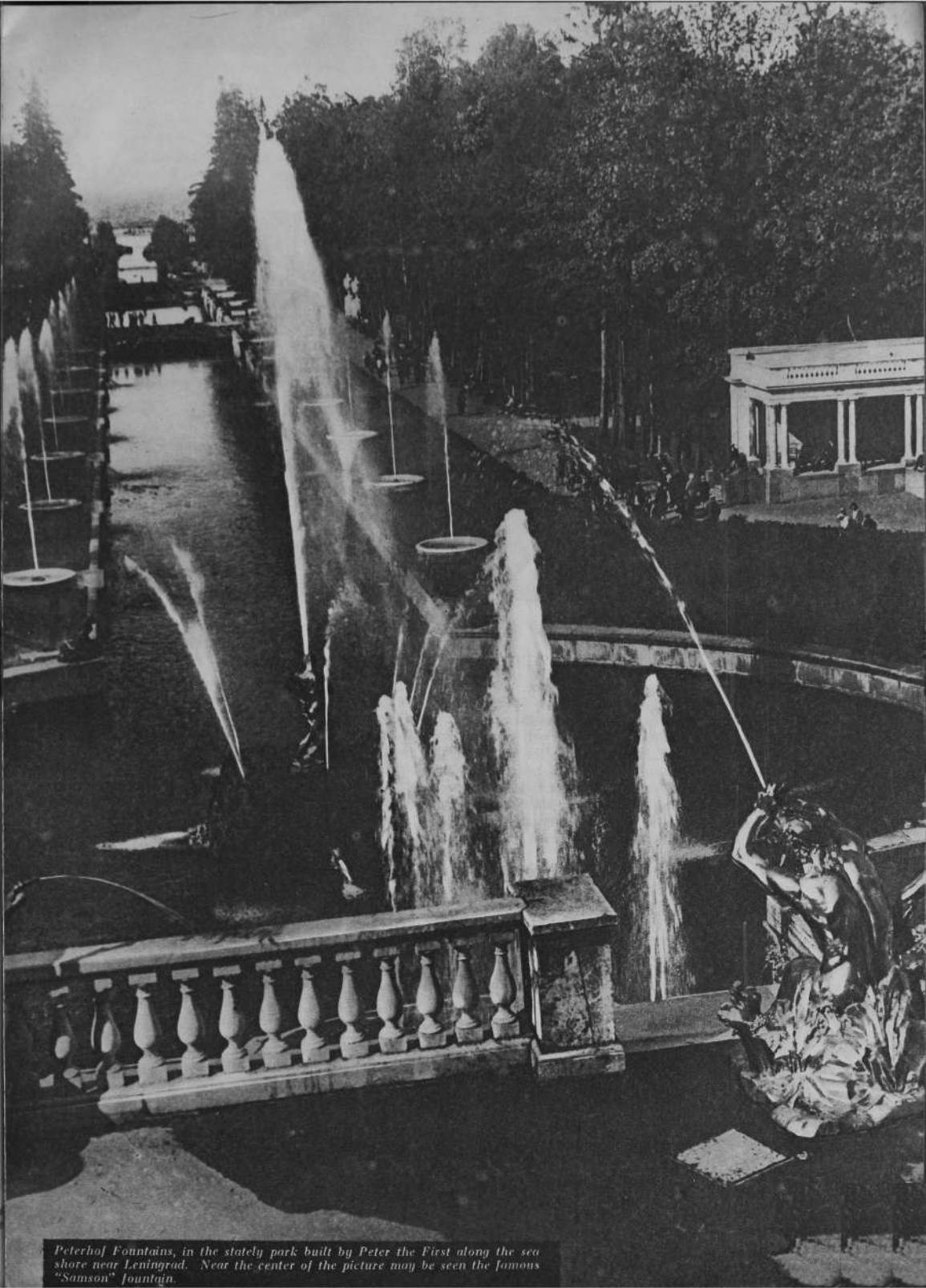
LENINGRAD (2, 3, 6, 9, 10, 15)

In contrast to Moscow, a city of slow historical growth, Leningrad was built on a unified plan and as a result has an exceptional architectural harmony. It has a population of three million. In area it is the largest city in the USSR and the third largest in the world.

Old St. Petersburg was an imperial city, a city of royal palaces and the magnificent private residences of the former aristocracy, surrounded by a ring of summer palaces, parks and estates of unrivalled beauty.

Modern Leningrad is the scientific and educational centre of the Union; thousands of students are studying here. There are several hundred scientific organisations staffed with some eight thousand scientific workers; a thousand of them are associated with the All-Union Academy of Science.

Leningrad is also one of the greatest of the country's industrial centres. The famous Putilov works have been completely reconstructed and now furnish the country with tractors, railroad cars and complex machinery; the Svetlana electrical



Peterhof Fountains, in the stately park built by Peter the First along the sea shore near Leningrad. Near the center of the picture may be seen the famous "Samson" fountain.

Admiralty Square, Leningrad, where broad, straight boulevards intersect and noble buildings rise in even rows.

works manufactures light bulbs not only for domestic consumption, but for export. The great shipyards are crowded with work, and there are many other industrial plants which are well worth seeing.

A Tour of Leningrad begins with a sightseeing trip through the city, a rapid survey of its broad, straight avenues, winding canals and many bridges, of the splendid palaces and government buildings of what was formerly the capital of All the Russias, and the parks, gardens and public squares.

The focal point of the city is the beautiful and unusual Admiralty Building, begun under Peter the Great and completed by his successors. Its slender central spire closes the vista of several of the principal streets which converge toward it. Not far away, on the Neva Embankment, stands the enormous Winter Palace, the city residence of several generations of Russian Tsars. It has over a thousand halls of state, about two thousand windows, a hundred and seventeen flights of stairs and nearly eighteen hundred doors. It is baroque in style and is considered one of the finest works of the famous architect Rastrelli who designed so many of the best buildings of that period.

Senate Square, now called the Square of the Decembrists to commemorate the uprising of the 14th of December, 1825, is dominated by the buildings of the former Senate and Synod erected by the great architect Rossi at the beginning of the 19th century. The arch connecting them is an enlarged replica of the Arch of Constantine in Rome. The visitor should note the fine sculptures on the Senate building and the famous equestrian statue of Peter I in the centre of the square.

Rossi was also the architect of all the buildings on what was formerly known as Theatre Street, but which now bears the name of its designer.

On the point of an island in the Neva stands the classical building of the Exchange, and just beyond it the Academy of Art. On the Neva embankment in front of the Academy are two Egyptian sphinxes brought from Thebes on the Nile in the thirties of the last century.

Palaces and Museums. Leningrad is so rich in palaces that it is not possible to describe them all. The Summer Palace is an admirable example of 18th century architecture; the enormous Marinski Palace has a splendid inlaid parquet floor, and now houses the Writers' Club. The Marble Palace was one of Catherine the Great's gifts to her favourite, Orlov. The Stroganov Palace, by Rastrelli, is now a branch of the Hermitage Museum. The Duma formerly held its sessions in the Uritski Palace and in the early weeks of the Revolution the Executive Committee of the Soviet of Workers', Peasants' and Soldiers' Deputies met there. The educational headquarters are in the Yusupov

palace where the historic assassination of Rasputin took place; one could enumerate many more.

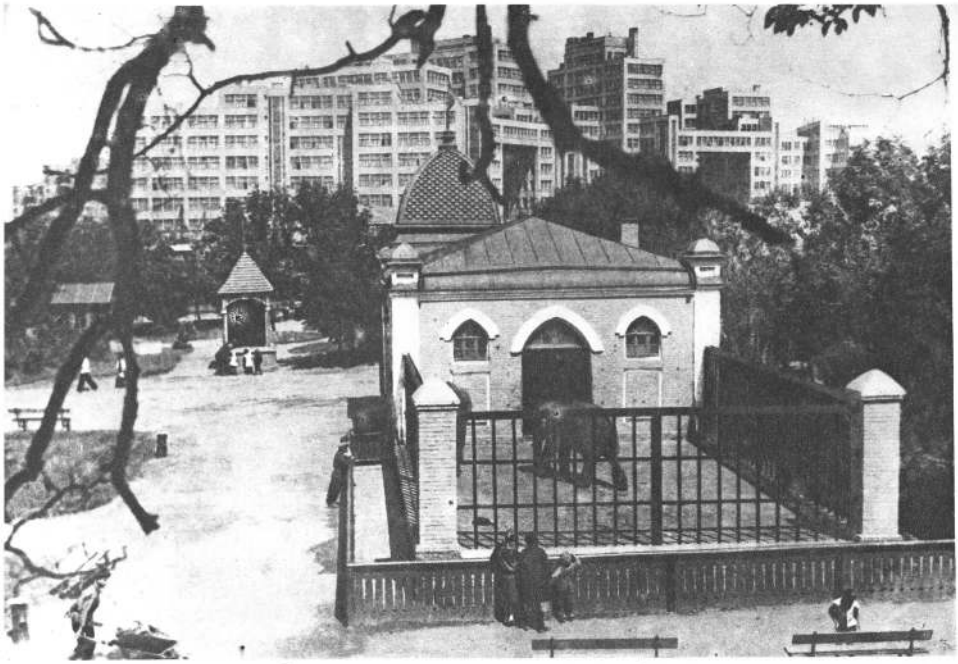
Like Moscow, Leningrad is a city where many museums are concentrated. The most important of them is the Hermitage whose collections rival those of the Louvre. In its galleries hang masterpieces by the greatest of the world's artists; Rembrandt especially is more completely represented here than anywhere else.

A visit to the Hermitage is included in every itinerary; visits to other museums depend upon the individual tastes and desires of the tourists. Many will wish to see the Asiatic Museum, the Museum of the Academy of Art, the Artillery Museum, the Museums of Anthropology and Ethnography and of Mines, the Museum of the Child's Pre-school Life, the Russian Museum, the Leningrad City Museum and Pushkin's last home. The magnificent Cathedral of St. Isaac can accommodate twelve thousand people; it took forty years to build, and the decorations of the interior are extraordinarily rich in the beautiful stones of the Urals.

Revolutionary Leningrad deserves especial attention. Smolny, originally a "school for noble maidens", a dignified, severely classical building erected by Guarenghi, was the cradle of the Revolution. In two rooms on the second floor Lenin lived and worked, and in August, 1917, the Executive Committee of Workers' and Soldiers' Deputies was transferred here. The building is now the headquarters of the Leningrad Soviet. The Museum of Revolution in the Winter Palace contains a rich collection of exhibits covering the history of the revolutionary movement in Russia and in Western Europe. A group of proletarian leaders was buried in the centre of the great imperial parade ground once known as the Field of Mars, but now renamed the Field of the Victims of the Revolution. A granite monument was erected to their memory.

Soviet Leningrad. To understand the new, socialist Leningrad the tourist should visit the districts where whole blocks of fine, new apartment houses have been built for the workers; he should visit the splendid Palaces of Culture in the Narva and Volodarski Districts which are centres of education, cultural leisure and sport, rest and recreation not only for the worker but for his wife and children. The mother leaves her children at the playground while she herself attends a concert or a play, reads or studies. Here, too, are community dining-rooms and factory kitchens, as in Moscow, and here also the public utilities are being reconstructed and improved.

New Leningrad: modern apartment buildings occupied by workers of the Red Putilov Works.



From the shady groves of the Kharkov zoo-park, the vast bulk of the Palace of State Industry in the background rises like a mountain of shimmering glass and gleaming white concrete. The central offices of Ukrainian industry are concentrated here.

KHARKOV (4, 6, 8, 10, 13, 14, 15)

Kharkov, the capital of the Ukrainian Republic, has over half a million inhabitants, and is one of the most important industrial centres of the Union. Here are concentrated locomotive and car-building shops, agricultural machinery works and electro-technical industries. And here is one of the largest of the giants of the first Five-Year Plan — the Kharkov Tractor Works.

One of the most interesting buildings in the Ukrainian capital is the enormous House of State Industry in which are concentrated all the central offices from which the industries of the Republic are controlled and regulated. The building was completed several years ago and the architect has solved some very difficult architectural problems in an unusual and effective way.

Kharkov, however, is not wholly industrial; it has more than forty scientific institutes and advanced schools, and ten museums where the tourist can study the antiquities of the Ukraine and the history of its revolutionary past. There are also workers' clinics, courts and clubs, and in the evening one may attend a Ukrainian opera or play.

KIEV (4, 5, 6, 8, 9, 13, 15)

Kiev is one of the most ancient cities of Europe; it was an important centre of trade fifteen centuries ago. It sits high on the hills above the broad Dnieper, and its historic buildings and characteristic architecture make Kiev one of the most fascinating cities in the Union.

Kiev, the Cultural Centre of the Ukraine, occupies somewhat the same place in the Ukrainian Republic as Leningrad does in the USSR. The Ukrainian Academy of Science with all its affiliated institutions is here, and there are many colleges and technical schools attended by some sixty thousand students from all parts of the Republic. The public library, one of the largest in the Union, has over two million volumes.

The museums of Kiev reflect the history and characteristic culture of the Ukraine. The Museum of the Revolution records the whole drama of the Civil War and the many changes of government which the Ukraine experienced. There are also museums devoted to history, ethnography, agriculture, zoology, trade, handicrafts, painting and the other arts. But perhaps the most interesting of all the Kiev museums is the great Kiev-Pechersk Lavra or Monastery which has been preserved as a Museum-Town. It was formerly a stronghold of the Eastern Orthodox Church to which thousands of pilgrims flocked annually. It has an amazing network of catacombs, extending far down under the very bed of the river where the mummified bodies of the saints and holy monks were preserved and worshiped by the pilgrims. This labyrinth of catacombs remains intact and may be visited by the tourist.

Old Kiev. Among the memorials of medieval Kiev there is, beside the Lavra, the famous Cathedral of St. Sophia, one of the most important monuments of medieval architecture in Eastern Europe. It dates from the first half of the 11th century, and its frescoes and mosaics are of remarkable interest and beauty. There are, indeed, many fine old churches and notable buildings in this city, which has had so long, so varied and so troubled a history.

Kiev, an Important Industrial Centre. On the lower ground of the Podol along the river is a busy industrial section with many enterprises. The enormous factory for the production of cinematographic apparatus, thoroughly up-to-date in its equipment, is one of the best in the Union.

FROM KIEV TO DNIEPROGES (5)

The tourist who chooses Itinerary 5, embarks on one of the Dnieper steamers at Kiev and voyages south along a waterway rich in lovely landscapes and localities which have played a part in the long centuries of the Ukraine's historic past. The boat passes the old towns of Pereyaslavl and Kanev and the burial place of the Ukrainian national poet, Taras Shevchenko. Cherkassi was a trading place as early as the 15th century; Kremenchug is a busy industrial city and near the village of Kamenskoye are some of the largest steel foundries of the USSR.

DNIEPROPETROVSK (13, 15)

This city has 250,000 inhabitants and has been called the "Steel Heart of the Ukraine" because of its immense metallurgical works. But it is not merely a mill town; it has a fine museum and the splendid workers' rest home was once Prince Potyemkin's palace, presented to him by Catherine II.

Formerly it was not possible to go to the site of the Dnieprostroi by river steamer, for the bed of the Dnieper was obstructed by enormous submerged rocks for a distance of forty-four miles. Over these rocks and boulders the Dnieper plunged in boiling, seething rapids in which many a reckless boatman has lost his life. Now the great dam of Dnieproges has raised the level of the river and the steamer goes on through deep and quiet water. The enormous artificial lake thus formed has in some places a breadth of three and a half miles and has been named after Lenin.

The 140-foot towers of the power transmission lines are visible from a long distance as are the tall chimneys of the new factories.

A general view of Kiev, "Mother of Russian Cities," cultural and scientific center of the Ukrainian Soviet Republic

DNIEPROGES (5, 13, 14, 15)

Dnieproges, formerly Dnieprostroi, is an enormous structural complex which will (1) on the basis of cheap power, become one of the largest industrial combinates [1] in the world; (2) make the Dnieper a navigable stream for its entire course; (3) irrigate many hundreds of thousands of acres of formerly arid land; and (4) include the building of a new socialist city to house the half-million workers in its many industries.

The Dnieper hydro-electric power station is just below the dam on the right bank of the river It will furnish current not only to the combinate, but also to Dniepropetrovsk forty-eight miles away, to the coal mines of Donbas, the manganese mills of Nikopol, the Krivoi Rog ore mines, the new town of Great Zaporozhye and to hundreds of State and collective farms on the Ukrainian steppe.

The combinate itself comprises the following industries: the Zaporozhye steel plant, metallurgical works with a capacity of 250,000 tons of pig iron and a million tons of steel per year; coke ovens and chemical plant, producing a million and a quarter tons of metallurgical coke per year; the ferro-alloy plant, largest in the world, in which the Miguet electrical furnaces have half the power of all the Miguet furnaces in the world; an aluminum combinate with a capacity of 20,000 tons per year.

Dnieproges and Agriculture. The dam has raised the waters of the Dnieper 100 feet (the dam itself being 120 feet high) completely submerging a large area. A system of irrigation canals has been constructed with electric water-supply stations at intervals of one mile. Agricultural combinates are in process of development in this region in which electrical machinery will be used. Already, on the island of Khortitsa, a little below the dam, ploughing, planting and harvesting is being done by electricity.

The new socialist city, Great Zaporozhye, spreads out along the left bank of the Dnieper, and already, where so recently there was nothing but empty steppe, there is a population of three hundred thousand. Its houses are built to give a maximum of light and air, and between the houses are lawns and gardens. Each block has its own school, dining-room, laundry and co-operative store. Fifty per cent of the ground will be left for green, open spaces. Street cars are already running.

The passage from the upper to the lower level of the Dnieper River is made through a ship canal and locks, which were, in great part, blasted out of the solid granite. The three locks are each 360 feet long and 55 feet wide — large enough to accommodate the broadest river steamers.

[1] A combinate is a functionally related group of industries.

FROM DNIEPROGES TO ODESSA BY STEAMER (5)

After passing through the locks, the steamer glides by the island of Khortitsa which is connected with the left bank by a fine bridge. This island, now the site of a scientific experiment station for the electrification of agriculture, was formerly the headquarters of the Zaporozhye Syech, a camp of free Cossacks whose raids and forays were a constant irritant to the Imperial Government of that time.

It takes twenty-four hours for the steamer to go from Dnieproges to Kherson. As it drops down with the current it passes Nikopol, the small town of Kakhovka and the sandy region of Aleshki where the cultivation of the vine is well developed. Further on is Osnovo, a small French colony established in 1890. The last stop is Kherson, an important economic centre of Southern Ukraine.

At Kherson the tourist changes to one of the Black Sea steamers plying between Kherson and Odessa. The trip takes but a few hours during which a stop is made at Ochakov, a place which has been settled from the remotest antiquity. In the time of Herodotus there was a Greek colony here; in 1492 the Tatar Khan Menglei Ghirei built a fort which was an outpost of Turkish domination on the Black Sea. In 1719 this Turkish fort was destroyed and Ochakov became part of Russia.

Not long after leaving Ochakov the tourist spies, rising above the horizon the bluffs of Odessa.

Blast furnaces of the Donetz Basin, or "Donbas", the biggest coal and metallurgical base of the USSR.

The State Opera House at Odessa, one of the finest and best equipped opera houses in all Europe. Here operas are sung in the Ukrainian language, with characteristically colourful Ukrainian scenery and costume.

ODESSA (5, 8, 9, 10, 13, 14)

Odessa is one of the best-built and most modern of the cities of the USSR with a population of about half a million. It is an important port with a fine harbour. There are enormous elevators here, refrigerating plants, port works and large dry docks.

On landing, the tourist is at once struck by the splendid flight of stone steps running down to the harbour from the broad boulevard along the edge of the bluff above. Odessa has one of the finest and most completely equipped opera houses in Europe; there are several interesting museums — the museum of Archeology, of Old Odessa, of the Revolution, of Jewish Culture, of Painting, of the Ukrainian Steppe, and of the Navy.

Odessa's social institutions are worthy of inspection; its children's townlet is considered the best in the Union; there are new dormitories for students and, in the outskirts along the sea front, sanatoriums, hospitals, and houses of rest.

In the evening the tourist enjoys a splendidly staged opera or ballet in the beautiful opera house.

ROSTOV-ON-THE-DON (6, 9, 10)

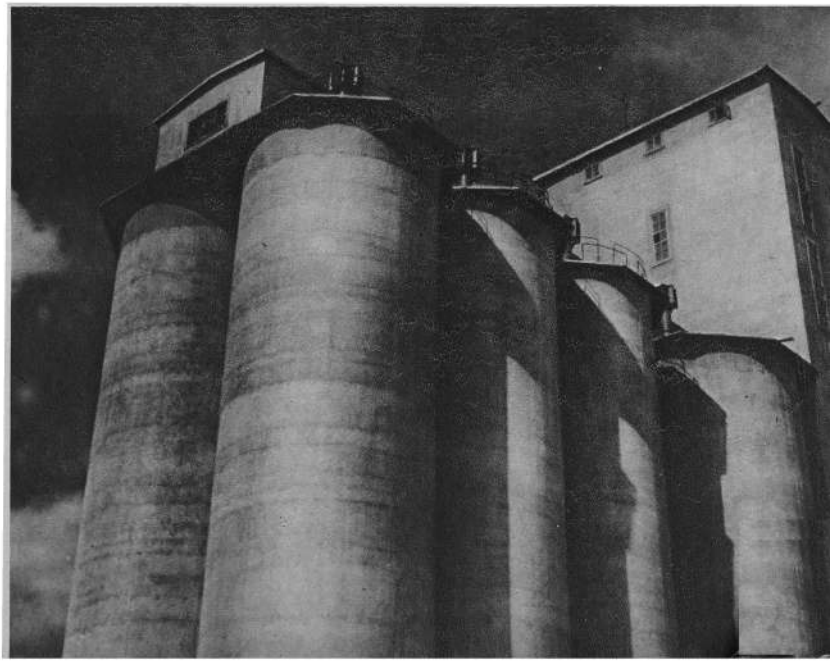
This bustling city, located near the mouth of the river Don, is the capital of the Northern Caucasian Region and its population of over 350,000 makes it one of the important centres of the Union. It has the largest tobacco factory in the country, several tanneries and one of the gigantic industries completed during the first Five-Year Plan — the Rostselmash — which is now turning out agricultural machinery in a steady stream.

It has a university, many scientific experimental institutes and ethnographical and revolutionary museums. There has been much new building, including the House of the Soviets, a new theatre, an enormous stadium and a workers' town. The river docks seeth with life and activity and the visitor will enjoy a stroll along the waterfront.

Along the Don River, where the picturesque Don Cossacks live, pleasant parks grace the old city of Rostov-on-the-Don.

ZERNOGRAD STATE FARM (6, 9, 10)

This Sovkhoz or State grain ranch which is reached directly from Rostov is the largest grain-raising unit in the world; it contains over 800,000 acres. The enormous scale on which the work is done is interesting to watch; hundreds of combines and a whole army of workers cultivate its level fields, and connection is maintained with them, as with a real army, by field telephones from headquarters. The methods of work and organisation are based on new principles, and the public ownership of the means of production makes it possible to use machinery to the fullest extent. At the peak of the harvest and sowing campaigns the machines work in the fields twenty-four hours a day, at night under the glare of flood-lights. This is an especially good place to observe the new forms of life created by the Revolution, and the tourist should visit the clubs and libraries of these agricultural workers and the study circles and special courses in which they increase their efficiency and their general education.



Sharp against the high blue sky of the North Caucasus steppe rise the white concrete grain elevators of State Farms.

The University, Gorky (formerly Nizhni-Novgorod) on the Volga River at the intersection of the Oka.

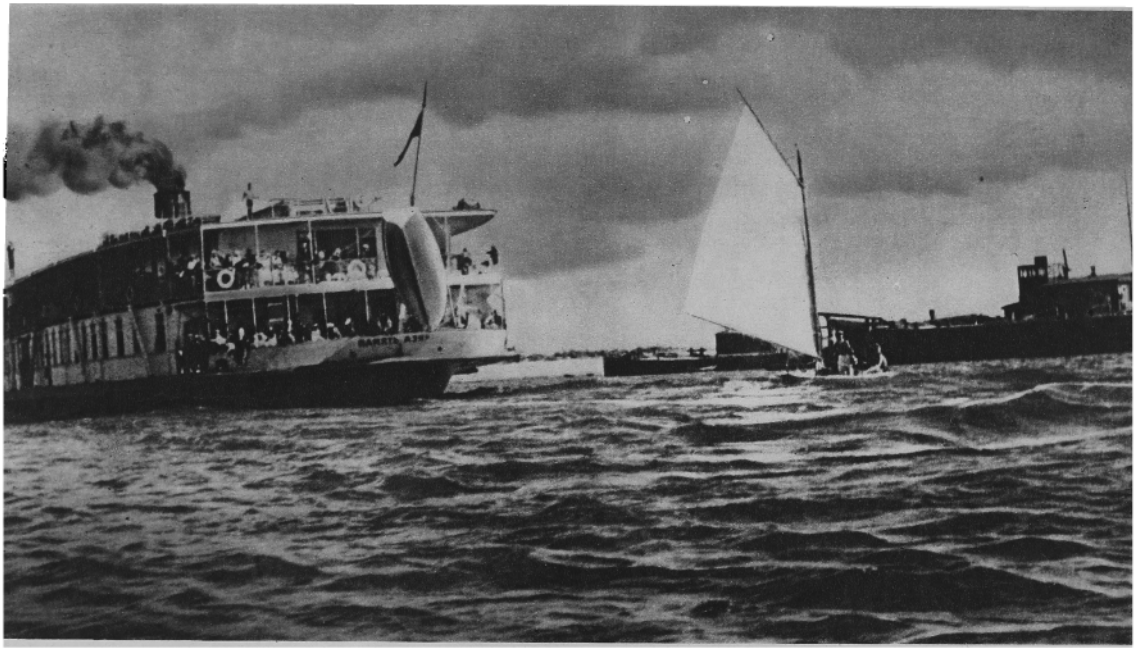
Along the Volga, the Zhiguly Mountains, legendary stronghold, long ago, of Stepan Razin, the Russian Robin Hood.

GORKY, formerly NIZHNI-NOVGOROD (7, 9, 15)

This city is the starting point for the Volga River trips. It stands at the junction of the Oka and the Volga and is the head of navigation for the larger river steamers. It is a very beautiful city with an ancient Kremlin crowning the high bluffs above the river, and the quaint buildings where the famous Yarmarkas or annual fairs were formerly held on the low ground between the rivers.

In the old days Nizhni-Novgorod was an important centre on the ancient trade route from Asia to Europe via the Volga, and merchants from all the countries of the East thronged its bazaars. It is now a modern industrial centre; here are the great automobile works, the very last word in modern technique, erected with the aid of engineers from the Ford plant in the United States. Here also are the largest paper mills in the Union and an enormous metallurgical combinate and many other industries. A new socialist city is being rushed to completion; there are cultural and social institutions and an enormous Palace of Culture.

The USSR's greatest writer, Maxim Gorky, was born here, and in October, 1932, the city was renamed in his honour.



One of the Volga boats used by Intourist for the interesting four-day cruise down the Volga from Gorky to Stalingrad.

DOWN THE VOLGA BY STEAMER FROM GORKY TO STALINGRAD (7, 9)

The Volga trip is of absorbing interest for many reasons — on account of the beauty of the great river itself, the many minor nationalities which live along its banks, the panorama of new industrial construction along its whole length. Work has begun on what is known as the Greater Volga Scheme, which will include the construction on the Middle Volga of three large hydro-electric power stations with a total capacity of a million kilowatts.

Here we can only mention briefly a few of the interesting places which the steamer passes, a wholly inadequate description, for every hour brings its change of scene, a fresh and vivid glimpse of the life in these populous and busy regions.

Vasilsursk, a picturesque summer resort buried in verdure, is 112 miles from Gorky; beyond, on the opposite bank, is Yurino with a castle and its grounds. Cheboksary, the capital of the Chuvash Republic, crowns a hill 143 miles from the start-

ing point. Kazan, the chief city of the Tatar Republic, is an important centre; it has an old and famous university where Lenin studied, many schools and old Tatar walls and towers. At Tetyushi deposits of a rare yellow marble have recently been discovered. Ulyanovsk (formerly Simbirsk) is Lenin's birthplace, renamed in his honour, the town where he spent his boyhood years. The house where he was born and that in which he passed his early school years have been restored to their original condition and are now museums, visited by travellers from all parts of the world.

After the Novodyevichye landing-stage appear the Zhiguly Mountains, long ago the haunt of the bands of escaped serfs led by the popular heroes, Stenka Razin and Sashka Zhigulov about whom there are countless tales and legends. These wild hills make this the most beautiful stretch of the Volga.

Swinging around the great Samara Bend we reach Samara, the centre of the Middle Volga Region, with a population of 225,000. It has a good regional museum. Lenin lived here for a time.

Beyond Samara the river turns to the west and flows past Syzran, an important railroad junction. A mighty bridge crosses the Volga at this point. The next stop is Khvalynsk, lying among the chalk hills, and beyond Khvalynsk both banks of the Volga are beautiful with fruit orchards. Volsk has large cement works, and after passing the Zmeyev Hills we come to the Republic of the Volga Germans and their two principal towns, Marxstadt and Engels.

The large city of Saratov is a rapidly growing industrial centre with over sixty factories and works. Below Saratov, at Uveka, archeological discoveries have been made and excavations are being carried on. Beyond the village of Sherbakov the boat passes under the curious, pillared cliffs known as the Stolbichi, then glides past orchards and watermelon plantations to Stalingrad, where the Volga trip comes to an end.

Stalingrad, City of Steel, was known before the Revolution as Tsaritsin and was then a quiet, provincial town. Now it is one of the busiest places in the whole Union. The immense tractor works, with a capacity of 50,000 tractors a year, were completed in 1931; the largest sawmill and lumber plant in the country is here, and many other important industries. New workers' quarters are being constructed and the population of this growing city will soon number half a million.

Sunset on the Volga.

Luxuriant subtropical vegetation surrounds Yalta, splashing the mountain slopes with colour and affording many a quiet nook for restful relaxation.

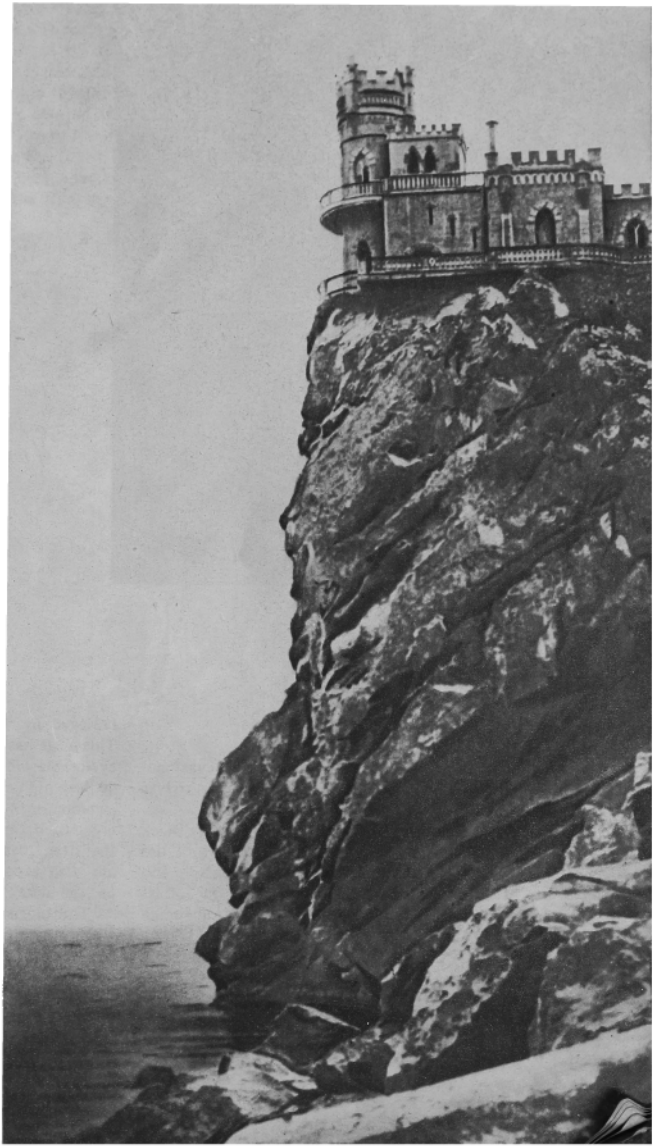
THE CRIMEAN PENINSULA (8, 9, 10, 14)

These itineraries touch Sevastopol, Balaklava, Yalta, Alupka, Gurzuf and Bakhchisarai.

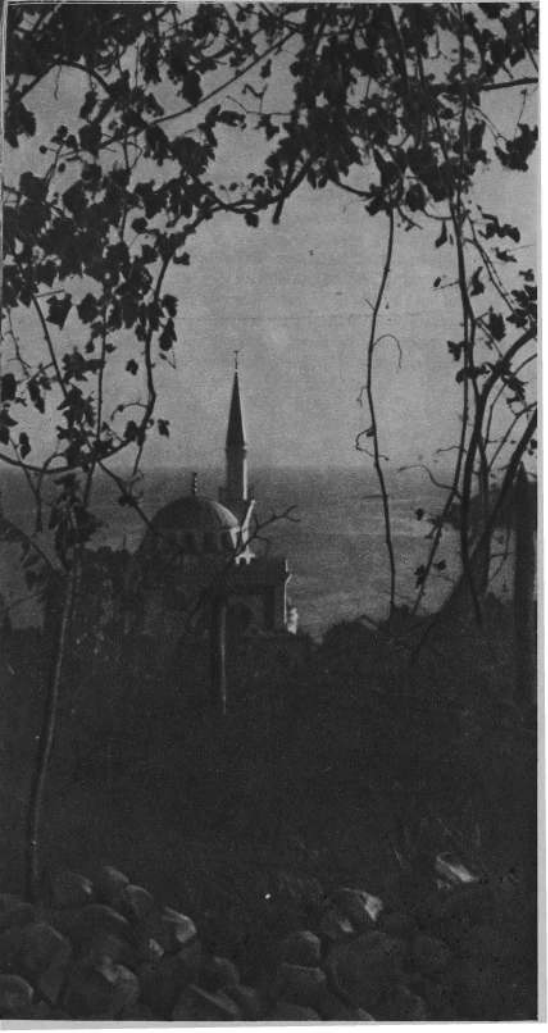
There is no lovelier spot on earth than the Crimean Peninsula, nor one with a richer history. From the earliest times the Crimea — the Taurida of the ancients — has been described again and

again by writers and travellers, sung by poets, studied by historians. Homer in the Odyssey, Euripides in the tragedy of Iphigenia in Tauris, Ovid in his poems, Herodotus in his chronicles, Ptolemy in his map of the world, Strabo in his geography, all described the Crimea; Goethe, Pushkin, Mickiewicz made this marvellous bit of earth the scene of some of their most famous works. Mark Twain visited the Crimea in the sixties of the last century and pronounced it "a splendid spot".

The ancient Greeks, the Cimmerians, Genoese, Tatars, Turks, Scythians, Huns, Alans and Bolgars all colonised the peninsula and left monuments of their sojourn in cave towns, catacombs, buried cities, mosques and minarets. Thus the Crimea is a great archeological museum against a background of mountain and sea, woods and pinnacled rocks. Pre-revolutionary Crimea was the favourite summer resort of royalty and the aristocracy, with its many imperial and princely palaces which have now become sanatoriums and rest homes to which thousands of the citizens of the Soviet Union flock annually for treatment and for their holidays.



Five miles from Yalta the Swallow's Nest Castle clings to its lofty cliff overlooking the warm waters of the Black Sea.



Through twining rose-vines a minaret and bright-tiled dome catch the rays of the evening sun near Gurzuf.

SEVASTOPOL (8, 9, 14)

The tourist who comes by train visits Sevastopol first; if he comes by water from Batum, he arrives first in Yalta, and sees Sevastopol later.

Sevastopol is the naval base for the Black Sea Soviet fleet, and a busy port. The town lies on the hills around the deeply indented bay, and its broad boulevards overlook the sea. One of its most striking buildings is the Palace of Labour on the sea front, not far from the Count's Landing with its white Greek portico and stone steps leading to the water.

Sevastopol appeared in European history at the time of the Crimean War of 1853-56 when it was besieged by the English and French allied forces. This siege has been reproduced in a realistic painted cyclorama which is 378 feet in circumference and 49 feet high. Across the bay from the town is the common grave, marked by a pyramid, in which are buried the 127,000 soldiers who were killed in the siege, besiegers and defenders together. There are also separate French and English cemeteries on the outskirts of the town.

The tourist should not fail to visit Balaklava, where the "Charge of the Light Brigade" took place, and the ruins of Khersones, both of which are near Sevastopol.

Balaklava is a small health resort located on a deep, narrow inlet or gulf completely enclosed

by mountains. There was a Scythian settlement here in the second century and in the Middle Ages the Genoese seized and fortified it; their crumbling walls may still be seen. During the Crimean War the Allied fleet took refuge in this sheltered anchorage.

Khersones was a Greek colony founded some 26 centuries ago, the remains of which have been excavated in recent years. Under the Emperor Trajan, it was a place of exile for Christians; under Justinian I it was destroyed by the Huns; in 988 it was taken by the Russian Prince Vladimir; in the 15th century it was razed and nothing left but ruins. In the excavated parts the ancient streets, house-walls and burial places can be clearly traced, and many interesting objects found during the excavation are preserved in the local museum.

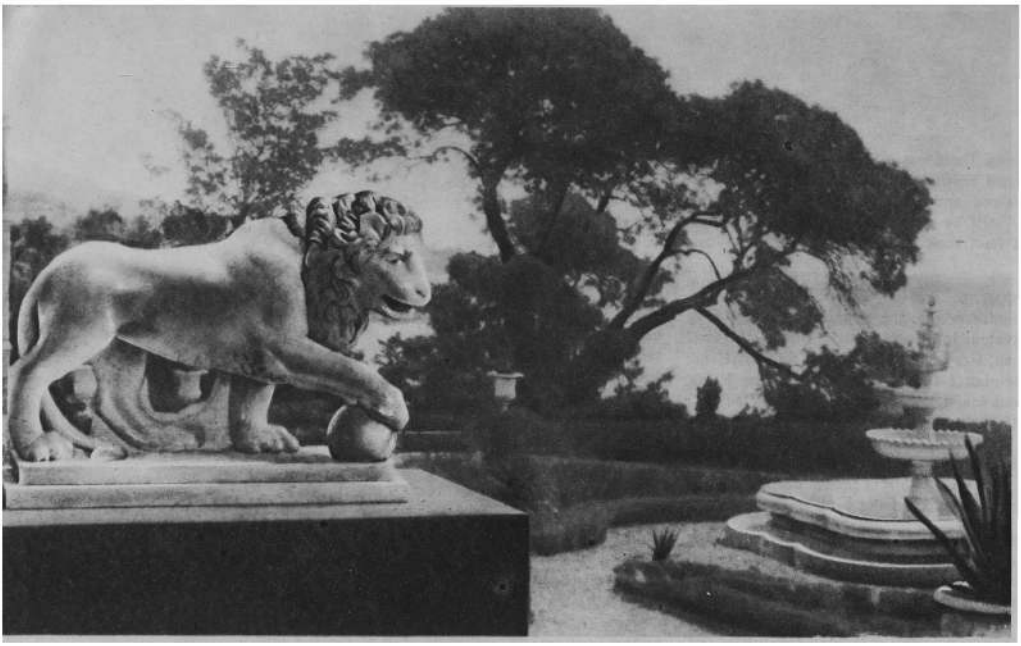
Bakhchisaral, in the Tatar tongue means Palace of Gardens; it was the last capital of the Crimean Khans, and its charm has been immortalised by Pushkin in his poem The Fountain of Bakhchisarai. The town is entirely Oriental in aspect, with mosques, fountains, and narrow, crooked streets with gardens hidden behind high walls. The Khans' palace is in the centre of the town, and many of its rooms, fountains and gardens are still intact.

From Sevastopol to Yalta. This is an automobile ride over a fine motor road which winds high among the hills above the south shore of the Crimea. The most beautiful part of the trip begins at the Baidary Gate; the car flies past Tatar villages buried in green, past beautiful estates and the summer resorts of Simeiz and Alupka and many imperial and grand ducal palaces.

YALTA (8, 9, 10, 14)

This "Pearl of the Russian Riviera" is sheltered from the north winds by a range of hills over four thousand feet high, the summits of which are often lost in the clouds. The average winter temperature of this favoured corner is only 1.9 degrees lower than that of Nice. The Greeks were the first settlers here; the Polovtsi held it in the 12th century and the Goths in the 14th. Later it passed to the Genoese, then to the Turks, the Tatars and finally to the Russians. It was in the '60s of the last cen-

In a courtyard of the palace of the Khan, near Bakhchisarai, a Crimean Tatar girl rests for a moment near the cool waters of an ancient fountain.



One of the six famous white marble lions at Alupka. Sun and sea and whispering cypress make this exquisite estate an ideal vacation spot for Soviet workers and visitors from abroad.

tury that it became a fashionable health resort. Now its palaces and villas are crowded with peasants and workers and gay groups of proletarian tourists. The former palace of the Emir of Bokhara is now a museum with a delightful collection of works of art from the Orient. The Regional Museum gives an excellent idea of the life and resources of the peninsula.

The tourist should also visit the Semashko climatic physiotherapeutic institute, which is a model of its kind.

The Environs of Yalta are rich in places of interest. At Artek is an enormous Pioneers' camp to which boys and girls from the schools of the entire Union come for their vacation. No one interested in the younger generation which is to carry forward the great work of building socialism will want to miss seeing it. A climb to the summit of Ai Petri, with a stop on the way at the waterfall of Ucha-Su, will reward the climber with a magnificent panorama of sea and mountain and curving coast line. Excursions should be made also to Alupka, Gurzuf, Massandra, Livadia and the Nikitski Botanical Gardens.

Alupka is a popular health resort at the base of Ai Petri, where the Vorontsov Palace, now a museum, is the chief attraction for the tourist. On the way the automobile passes many other palace-sanatoriums — Kichkiné, the Swallow's Nest on its perilous cliff, Kharaks, Dyulber gleaming white among the cypresses, Koreis, Oleis, and the Miskhor sovkhoz. The facade of the Vorontsov Palace which faces the sea suggests the Alhambra by its skilful adaptation of Arabic ornamentation. A broad marble staircase, guarded by three pairs of noble marble lions, descends from it to the sea and to the splendid park.

Livadia, less than three miles from Yalta, was the summer residence of the last Tsar, Nicholas II, and the private apartments of the royal family in the larger palace have been preserved intact in all their costly bad taste. Now the many rooms of the immense building are occupied by peasants from all parts of the Union, sent here for rest and treatment. They ramble freely through the shady avenues of the immense park and linger by the antique fountains which Count Potocki brought from the ruins of Pompeii.

Livadia, Orianda, Koreiz, Miskhor, Alupka and Simeiz are all west of Yalta.

The Massandra Estate is now a wine sovkhoz with famous wine cellars. The largest cellar consists of seven tunnels dug deep into the hillside, all radiating from a common centre, vaulted with reinforced concrete, where two million bottles of fine wines can be stored until they mature. Here, also, is the scientific experimental station of the Crimean Wine Trust.

In Upper Massandra there is a palace and a park; in Lower Massandra are the Nikitski Botanical Gardens with an unequalled collection of exotic plants and trees — live oaks and magnolias, pines from Chili, cedars from Lebanon and the Himalayas, redwoods and giant sequoias from California, bamboo from Japan, and a special rose garden.

Gurzuf, the terminus of the excursion along the eastern shores, is a delightful little resort, encircled with hills and dominated by the ruins of a very ancient fort.

THE CAUCASUS (9, 10, 11, 12)

The Caucasus includes all the territory between the Caspian and the Black Sea. It has a wide range of climate — palms flourish at the bases of its snow-covered mountains — and is populated by a bewildering number of the minor nationalities of which there are so many in the USSR. For long generations it was a battleground of Turks, Mongols, Persians, Russians and Byzantines, and between the different national groups whose tribal jealousies were encouraged by the tsar's government on the principle of 'divide and rule'.

Since the Revolution, the principle of self-determination has brought peace to a land long torn by internecine warfare. It has been divided into political and administrative self-governing regions as follows: (1) The Northern Caucasian Region, which includes the autonomous districts of Adighé, Ingushetia, Kabardino-Balkaria, Karachayevskaya, Northern Ossetia and Chechenskaya; (2) The Autonomous Soviet Socialist Republic of Daghestan, including the mountain regions on the shores of the Caspian and the adjacent Karanogal Steppe; (3) The Transcaucasian Socialist Federated Soviet Republics of Georgia, Azerbaijan and Armenia, of which Tiflis is the principal city.

THE GEORGIAN MILITARY ROAD (9, 11)

This magnificent automobile highway crosses the main range of the Caucasus, through stupendous gorges, past cloud-wrapped mountain hamlets and medieval strongholds. More than 150 miles long, it was constructed between 1814 and 1827, and has been constantly improved since.

The road begins at Ordzhonikidze (formerly Vladikavkaz) which the tourist reaches by rail from Rostov. Ordzhonikidze is the administrative centre for two autonomous mountain districts—North Ossetia and Ingushetia. It is a bright and cheerful town from which, on a clear day, the mighty, snow-crowned peaks of the Caucasus are plainly visible. There are a number of schools and institutes here for the local mountain people, and in the regional museum there are interesting memorials of the long struggle of the mountaineers.

Borzhom, a quiet spa tucked away high among the snow-clad peaks of the Caucasus.

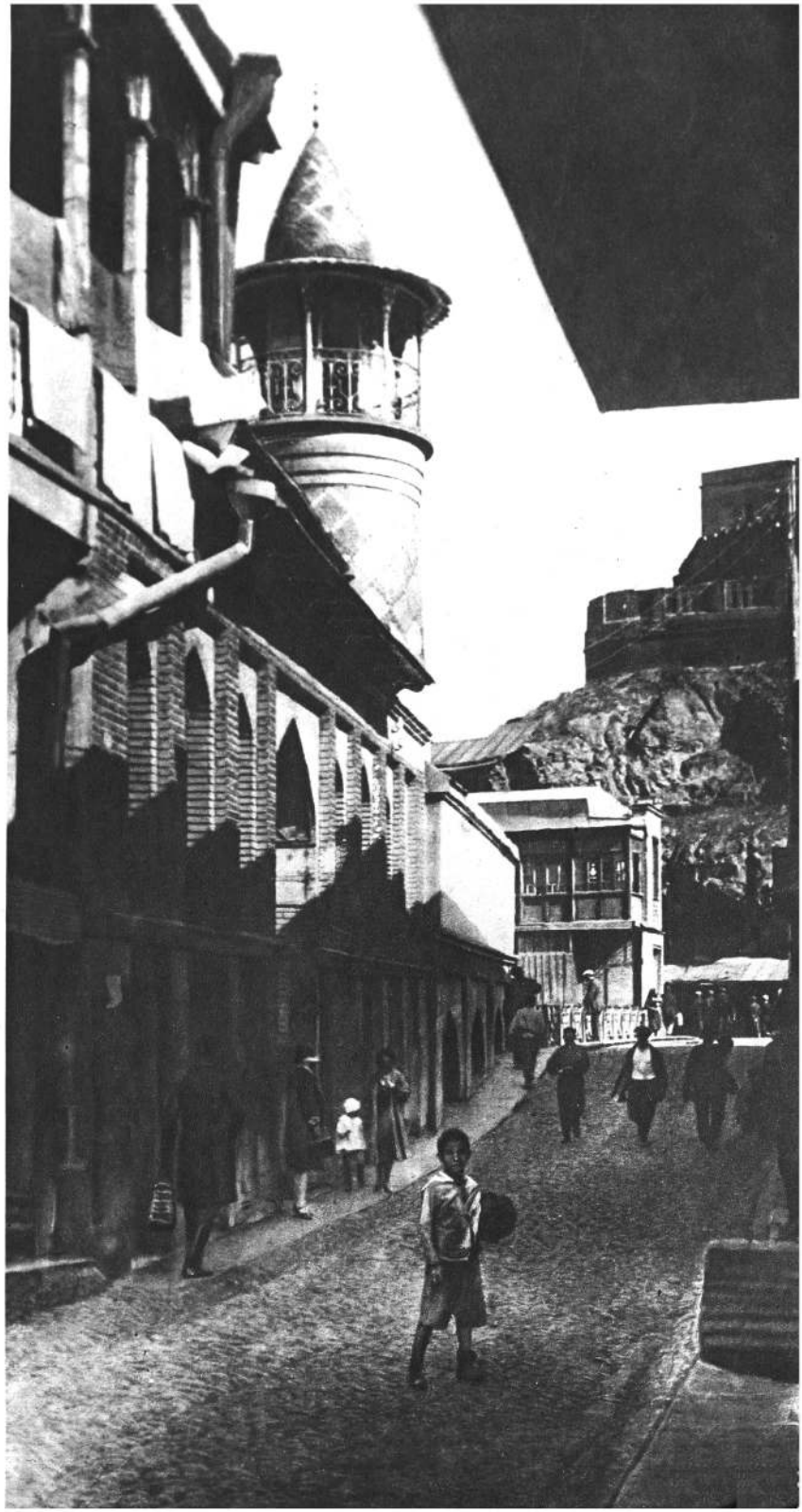
Hidden valleys of the Caucasus lure the Alpinist, the lover of mountains, over sparkling glaciers and through high passes radiant with snow.

After leaving Ordzhonikidze the highway follows the valley of the Terek. The first glimpse of Mt. Kazbek comes at the sixth mile and at the ninth is the Ossetin village of Lars and its ruined castle. The valley narrows and the river becomes a mountain torrent as we approach the famous Daryal Gorge — the Gates of the Caucasus. The road passes the ruins of Queen Tamara's legendary castle and climbs up the face of the precipice on its narrow ledge to Kazbek Station, 5,100 feet above sea level. From this spot there is a superb view of Mt. Kazbek and its glaciers, towering 16,546 feet above sea level. The road continues to climb, through stony wastes, to the top of the Gudaur Pass, at an elevation of 7,800 feet. Gudaur, not far from the top, is a mountain eyrie where one should stop to breathe the keen mountain air, and enjoy at leisure the splendid panorama of granite peaks, snowfields and green alpine meadows. Far below, the tiny thread of the Aragva river glistens at the foot of the precipice, and the road drops swiftly down by a dizzy succession of hairpin turns to the village of Mleti. Then comes Pasanaur and Ananur in a warm and fertile valley; then the road rises again to cross the Dushetian Heights before reaching the old town of Dushet, once the residence of the Aragvan Eristavs or rulers.

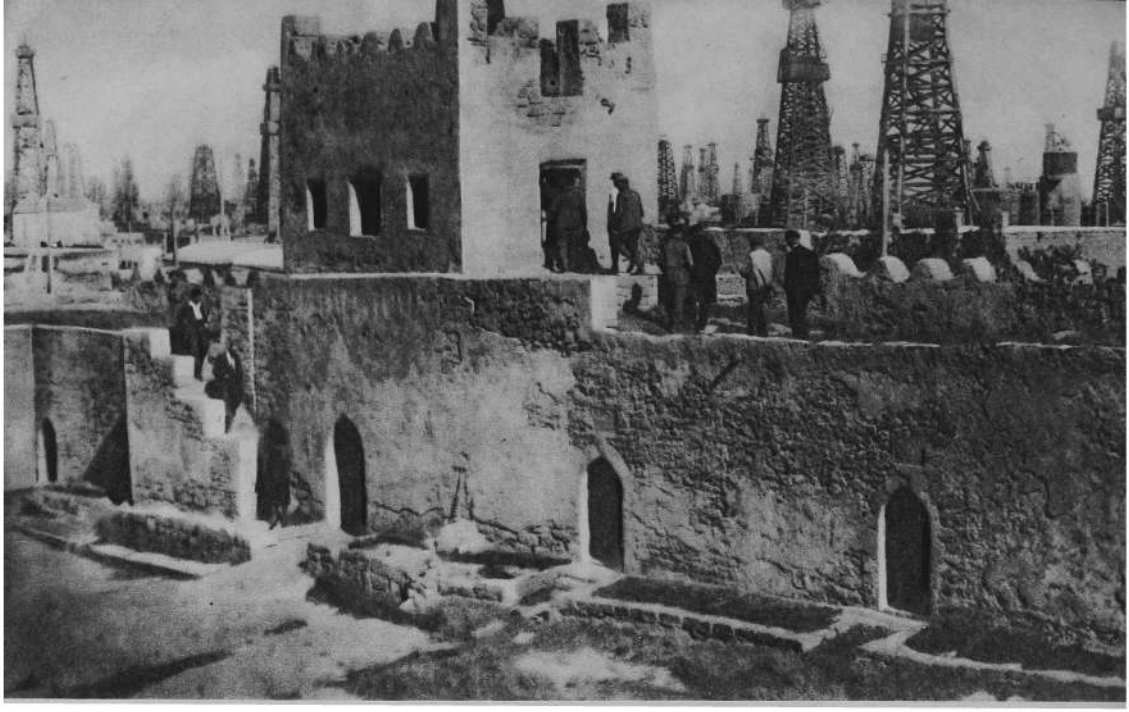
Mtskhet was, until the 5th century, the capital of Old Georgia. It is the cradle of Georgian culture and there still remain several very early churches and old tomos, in striking contrast to the new hydro-electric station which has been erected at this point, and which furnishes power and light to Tiflis.

TIFLIS (9, 10, 11, 12)

Tiflis has been the capital of Georgia for nearly 1,500 years. Before the Revolution the Russian Governor of the Caucasus, appointed by the Tsar, resided here. It is now not only the capital of the Georgian Republic, but the administrative centre for the entire Transcaucasian Federation. The new, European part of the town is well laid out with broad streets, parks, schools, theatres and stores, and modern buildings of glass and concrete. But old Tiflis, with its narrow, crooked streets, its Oriental bazaars and mixed population is full of charm, though here, too, the spirit of modernisation is evident.



A Street in Old Tiflis.



Fire Worshippers of ancient times made this temple the goal of countless pilgrims from all the East. Surrounded now by the swift march of Baku's oil derricks, the jet of natural gas which flamed on their shrine for centuries has been extinguished, to protect the world's second largest oil field.

Tiflis, as becomes the centre of three republics, has a university and technical schools, an Academy of Art, and many scientific institutes. The Botanical Gardens, to which one goes through a tunnel, are delightful, and the sulphur baths famous. The tourist will want to visit the Georgian Museum, the Castle of Metekh and some of the old churches.

The spirit of the new age is reflected in the work of the motion picture studio, one of the largest in the Union, which has produced a number of much discussed films. The silk industry is developing and there are fine new apartment houses and office buildings. The last evening should be kept free for a trip up the funicular to the top of Mt. David; from where there is an extensive view of the city below and of the far-off mountains, most beautiful at sunset as the last rays of the sun fade from the snowy peaks and the first lights begin to sparkle in the streets of the far-flung town. In an ancient little church dedicated to St. David, perched on a tiny shelf half way up the hill, several of Georgia's famous men are buried.

BAKU (10)

Baku is the capital of the Azerbaijan Soviet Republic, a busy port and centre of the oil region, with a population of about 600,000. The chief object of interest here is the oil fields — the City of Black Gold—with its forest of derricks. Baku is connected with the oil fields by an electric railroad. The workings are so extensive that the eye cannot grasp them at once, and each year more and more new wells are driven.

Blocks of model apartment houses are being built for the workers, with clubs, kindergartens and hospitals provided and all the other essentials of socialist living.

But Baku is not a new town; it was known as a settled place 1,500 years ago and has many survivals of ancient times. In the Palace of Shirvan Shah, dating from the 15th century, the court of judgment is still preserved as well as mosques and a mausoleum, and there are ruined walls and towers and tombs.

A new pipeline has recently been laid from Baku to Batum from which the oil is pumped directly into tankers and shipped abroad.

BATUM (9, 10, 12)

The railroad from Tiflis to Batum goes through much attractive country, especially when crossing the high Suram Ridge. This part of the road was electrified in 1932.

Batum is one of the most important of the Black Sea ports, and one may see in its harbour ships flying the flags of all nations. Most of them are tankers, loading oil from Baku. Batum's industrial district consists largely of refineries and cracking plants, but it is not merely an oil town, but also the centre of a luxuriantly fertile region. The vegetation on the strip of land along the Batum coast is subtropical in character; there are groves of orange and lemon trees. Batum's avenues are lined with palm and oleander, and the Chakva tea plantations supply much of the tea used throughout the Union. The tourist will enjoy a drive to the Botanical Garden on the Zeleny Mys (Green Cape) past summer villas and crowded bathing beaches.

KISLOVODSK (10)

Kislovodsk, which is included in Itinerary No. 10, is the centre of a group of watering places. The mineral springs of the Caucasus are abundant and of various kinds, and in combination with the high altitude and sunny climate make these resorts a very important factor in maintaining the health of the nation's workers. The most famous spring is the Narzan in Kislovodsk which yields 1,020,000 litres of water a day and which is bottled and shipped throughout the country and exported. The country around Kislovodsk is mountainous and affords many delightful trips to cliffs and waterfalls and ravines. A favourite walk is to the Temple of Air, a graceful colonnade crowning a high hill from which is visible the long line of snowy summits of the Caucasian range and the great volcanic cone of mighty Elbrus, Europe's highest mountain, 18,470 feet.

THE BLACK SEA RIVIERA (9, 10)

Itineraries 9 and 10, which are variants of the Caucasus tour, both bring the tourist to Batum whence he goes on to the Crimea by steamer along the shores of the Caucasus and the Crimea. It is a voyage well worth taking, for there is an ever-changing panorama of sea and sky and cloud-capped mountains whose lower slopes are clothed in luxuriant, subtropical vegetation, dotted by jewel-like little ports.

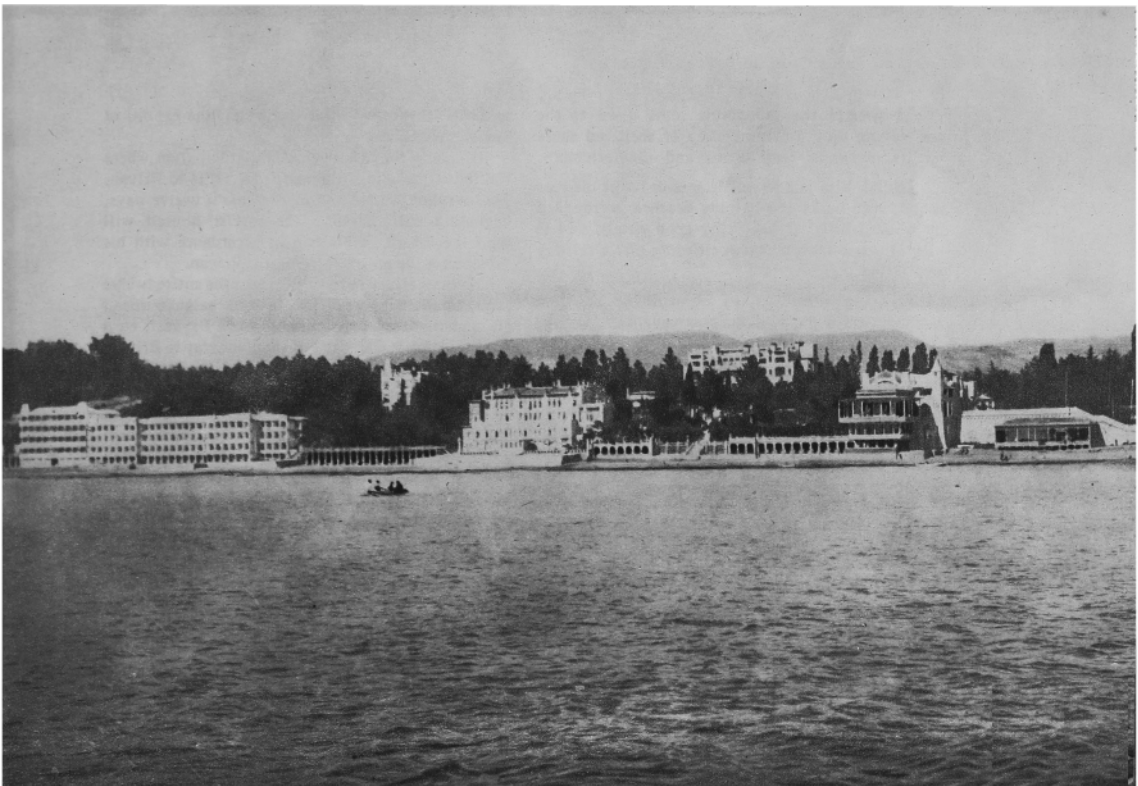
Poti is the port from which the Caucasian manganese is exported.

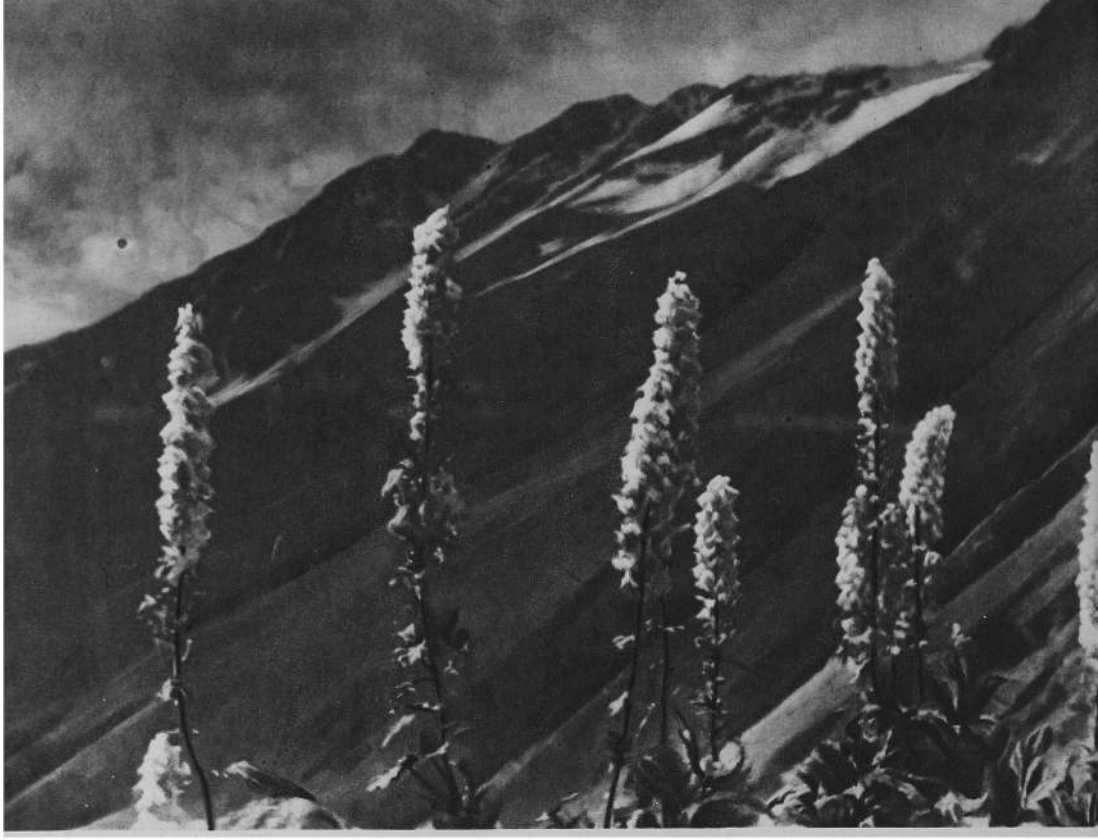
Sukhum is so sheltered by the mountains that it has no winter.

Novi Afon (New Athos), now a large sovkhoz and summer resort was formerly a rich monastery; cypresses and olives remind the traveller of Italy, and there are nearby ruins of ancient fortifications.

Gudauti has tobacco plantations and Cape Pitsunda with its groves of virgin pine, in pagan times was considered sacred.

The Black Sea Riviera, the health resort at Sochi.





Flowers at the snow-line, along the Georgian Military Highway.

At Gagri the mountains come down to the sea leaving only a narrow strip of sheltered shore for its numerous rest houses and sanatoriums.

Sochi also is a favourite seaside resort the year round, with parks and bathing beaches, surrounded by wooded hills. It has many good hotels, and is easy of access from northern cities by direct railway connection.

Tuapse is the terminus of an oil pipeline from Maikop, and a place of many vineyards.

Novorossisk is one of the best equipped ports on the Black Sea. It is the centre of the grain export trade and has the largest cement works in the southern part of the USSR.

After leaving Novorossisk, the steamer turns westward to the Crimea, following the coast to Yalta.

THROUGH SOVIET ARMENIA (11, 12)

This side trip may be included in either of two of the regular trips. Itinerary No. 11 begins at Moscow. The tourist goes to Ordzhonikidze by rail, across the Georgian Military Road by automobile to Tiflis, thence by train to Erivan, the capital of Soviet Armenia.

Itinerary No. 12 begins at Batum, from where the tourist goes to Tiflis and from Tiflis to Erivan. The duration of the tour in Armenia is twelve days, beginning with Erivan. The tourist himself will plan the details of his trip in accordance with his preferences upon his arrival in Erivan.

He may either remain in Erivan the entire twelve days, making short trips in the neighbourhood (to Echmiadzin, Lake Sevan, New Bayazet, etc.) or, if he prefers, he may cut short his stay in Erivan, and include Leninakan, Karaklis and Nakhichevan.

Erivan, the capital of Armenia, during the course of its long history, has seen many invaders come and go. Arabs ruled here in the 7th century; in the 16th century the Turks built a fort which was captured and strengthened by the Persians in the 17th century and again by the Russians in the 19th. The fortress may still be seen, with its old palace and mosque.

Contemporary Erivan has been replanned and largely rebuilt. It has a new power plant, the national Armenian University is here, and institutes, museums and club houses.

Echmiadzin has a famous monastery and churches, some dating from the 7th century, and an important museum with rare manuscripts and other exhibits illustrating the past history and culture of this old country.

Lake Sevan (Gokcha) is 6,000 ft. above sea level, lying among wild and impressive mountains.

New Bayazet on the shore of Lake Sevan, is the centre of its fisheries.

Leninakan (formerly Alexandropol), is an old Armenian town located on a high plateau where the frontiers of Turkey, Persia, Georgia and Armenia approach. Its handicrafts are well developed and textiles, silk and carpets are made here.

Karakils, on the line of the railroad between Tiflis and Leninakan, is an ancient town with many archeological remains. The Alaverde copper works are not far from here.

Nakhichevan is the chief town of the Autonomous SSR of Nakhichevan which is now affiliated with the Azerbaijan SSR. It is an ancient settlement which was repeatedly ravaged by Arabs, Persians, Turks and Mongols, but has now been Europeanised. It has extensive salt works.

In Erivan, busy capital of Soviet Armenia, ancient mosques crumble in the sun while new apartment buildings rise swiftly on every side.

AN INDUSTRIAL TOUR (15)

This itinerary includes Leningrad, Moscow, Ivanovo (formerly Ivanovo-Voznesensk) Kineshma, Gorky, Kharkov, Dnieproges, Dniepropetrovsk and Kiev.

All these places, except Ivanovo and Kineshma, have already been described. In this itinerary special emphasis is laid on the new industrial undertakings. Ivanovo and Kineshma are included in this itinerary only.

Ivanovo sometimes called 'the Soviet Manchester', is a young and rapidly-growing town; its great cloth mills make it the chief textile centre of the country.

A gigantic combinate, manufacturing cotton materials of all kinds and grades, was completed here in 1929. A group of visiting American specialists described it as the most completely rationalised textile plant in the world. The combinate includes attached technical schools, communal dwelling houses, dining-rooms and clubs.

Ivanovo is a city which has been almost completely rebuilt, so that the visitor has an opportunity to see not only the textile mills, but the life of the workers, their homes and clubs, medical centres, cultural organisations, the factory-kitchen and the special provision made for children and young people.

Kineshma is an industrial town interesting for its cotton mills, especially the one known as the Great Kineshma Mill. There is also a large chemical plant here.

TO SOVIET CENTRAL ASIA

In addition to the regular itineraries already described, Intourist offers for the spring and autumn of 1933 two special tours to old Turkestan, now known as Soviet Central Asia.

A specially chartered train takes the tourist from Moscow, via Samara, through the very heart of the Soviet East.

Iletskaya-Zashchita is a large trading settlement with important salt workings and some noteworthy archeological remains in the neighbourhood.

Turkestan is a city in the southern part of Kazakstan. There is a cotton ginning factory and, nearby, deposits of silver-lead ores.

Tashkent is the first important stop. It is the largest city in Central Asia, the cultural centre for all the Central Asian republics and the capital of the Soviet Republic of Uzbekistan. It is a double city; the European section, always attractive and well-built, is now extremely well kept and modern; the Oriental part is being reconstructed more slowly. Tashkent is also the chief industrial centre of Central Asia, and has more than sixty mills and factories. The Central Asian Museum is here. Irrigated orchards and vineyards surround the city with a belt of green.

The Valley of Ferghana is a beautiful and fertile valley shut in on one side by the highest and most impassable ranges of the Tien Shan and on the other by the Alai Mountains. Much cotton is grown here, and Ferghana City has cotton ginning and silk winding mills. Here among the cotton plantations of the sovkhozes, the environment is completely Oriental, and this sense of the characteristic life and colour of the East is still further heightened when the tourist reaches Samarkand, one of the oldest cities in Central Asia.

Samarkand is a city which takes us back to some of the earliest civilisations. Samarkand was conquered by Alexander of Macedon 2,400 years ago. Nothing now remains of that early city but the desolate Mount of Afrosiab. In the 14th century Samarkand was the magnificent capital of Tamerlane. There still remain a number of buildings from that period, the great madrasah of Bibi Khanum, the mausoleum of Shah-i-zind, the blue-domed tomb of Tamerlane himself. The narrow streets of the bazaar are gay and noisy, and all around are irrigated gardens and many vineyards. Modern Samarkand has two electric stations, silk mills and other industries, and viticulture provides occupation for many of its inhabitants.

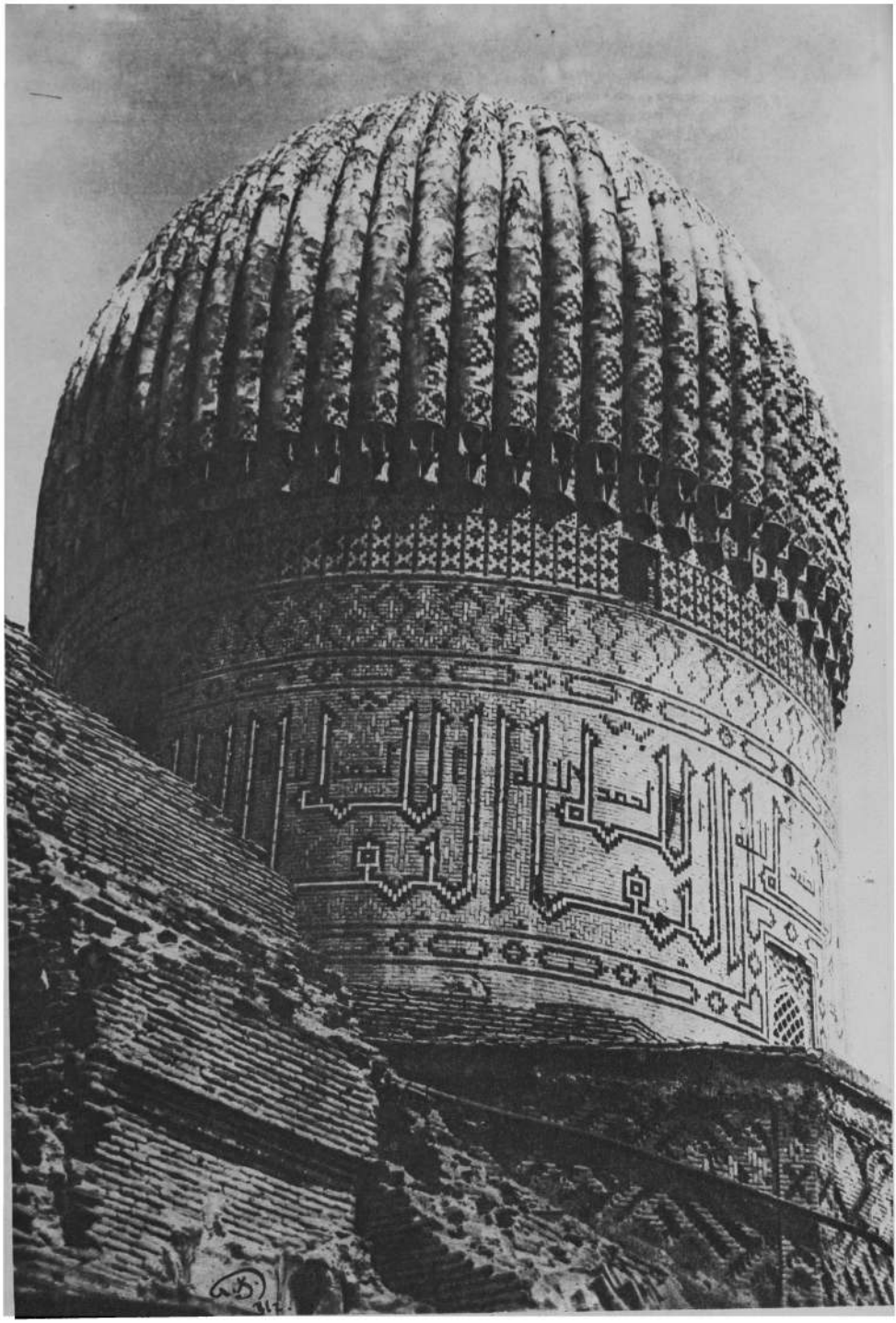
Bokhara, the former capital of the Emir of Bokhara, still remains purely Oriental and ancient, with its earthen walls, its mosques and great covered bazaar. The noble square of the Reghistan is its centre, with its pool and beautiful mosque. The tourist drives out to the former palace of the Emir, now a museum.

Ashkabad, capital of the Turkmen Republic, is a picturesque eastern town which is being rapidly modernised by its schools, clubs, hospitals and theatres.

From Ashkabad the train goes to Krasnovodsk on the Caspian, from which the tourist takes the steamer to Baku, where this Central Asian tour terminates. The duration of the tour is sixteen days. The price is $400.00. Accommodations all first class.

Old Asia dreams among its ruins in forgotten courtyards of Samarkand.

Along the Golden Road to Samarkand—liquidating illiteracy among the natives of Soviet Central Asia.



Built by Tamerlane the Magnificent when the world was young, the exquisitely tiled domes of ancient mosques gleam in the sun of Samarkand, their peacock splendour undimmed by the centuries.

SPECIAL PROGRAMS FOR GROUPS OF LAWYERS, PHYSICIANS, JOURNALISTS AND TEACHERS

This year Intourist has prepared special programs for selected groups which have some professional or other interest in common.

LAWYERS, in addition to the excursions already described for the various centres, will be given an opportunity to visit law schools, institutes for the study of criminology, and the museums of the detective service. Interviews are arranged with lawyers holding the position of public defenders; the courts are visited, and the offices for free juridical advice. They see the Dom Krestyanina or Peasants' Hostel; reformatories, the dungeons in the old tsarist fortresses where revolutionaries were formerly imprisoned, and in general visit all the places of special interest to lawyers.

DOCTORS will be able to visit hospitals, health resorts, sanatoriums, dispensaries, maternity homes, sanitation centres, the Institutes for the Protection of Mother and Child, the Institute of Dietetics, the Institute for the Scientific Management of Health Resorts, Children's townlets, and confer with leading Soviet physicians.

TEACHERS are given an opportunity to study the reorganised school system, the normal schools, high schools and colleges, the special communes for street children, workers' faculties, the scientists' clubs, the Academy of Science, and to meet groups of representative Soviet teachers and students.

JOURNALISTS may visit the Federation of Soviet Writers, the editorial offices of Pravda, Izvestia and other newspapers, the Press Club, the State Publishers, etc. Intourist also arranges meetings with distinguished Soviet authors and editors.

Only a hundred miles from Moscow a day's hunting brings in such game as this.

HUNTING

Wild animals of every sort abound in the far-stretching territory of the USSR and there is glorious hunting in the endless forests and high mountains.

The best time of the year for hunting large game — bear, elk, wolf, lynx — is in autumn and winter until March. In the Caucasus mountains the best season for hunting ibex, chamois, wild boar, pheasant and other game is the late summer and early autumn, from August to October. During the summer the bird shooting is very good.

Intourist arranges for hunting expeditions. The hunters are accompanied by an Intourist representative who acts as interpreter and attends to all details. Professional hunters who have had many years of experience in managing such hunts, act as guides. Members of these hunting expeditions receive complete service, including transportation from Moscow to the hunting grounds and return, lodging and food during the entire trip and the organisation of the hunt. The price is $18.00 a day per person, plus the customary head fee charged for each large animal killed. A prospectus giving full details will be furnished by all Intourist representatives.

For	each	bear	killed	or	shot	$ 75.00
,,	,,	elk	,,	,,	,,	75.00
,,	,,	wolf	,,	,,	,,	15.00
,,	,,	lynx	,,	,,	,,	30.00
,,	,,	ibex	,,	,,	,,	75.00
,,	,,	stag	,,	,,	,,	100.00
,,	,,	wild boar	,,	,,	,,	15.00
,,	,,	wild goat	,,	,,	,,	15.00

For tourists who join hunting parties for wild fowl — moor-cock, wild duck, woodcock, wood-grouse, snipe and other marsh and forest birds — there is a fixed price of $12.00 per day.

For shooting forest-grouse (capercaillie) on the mating grounds the charge is $5.00 apiece. There will be no further charges of any kind.

Hunting trophies may be taken out of the country duty-free.

SOVTORGFLOT

Leningrad is connected with the chief European ports by several steamship lines which provide direct service to the USSR and thus enable the passenger to avoid overland travel.

There are six Diesel steamers in the Leningrad—London service, of about 5,000 tons displacement, making regular trips and sailing from Leningrad twice a week.

The equipment of these steamers is equal to that of the best ocean liners and the four and a half days' voyage between London and Leningrad is an ideally restful trip. The first and second class cabins have either two or four berths; the tourist cabins are thoroughly comfortable, the saloons and lounges provide the passenger with every convenience and the food is first class. Rates are moderate.

Each steamer accommodates: 28 1st class passengers
40 2nd " "
104 tourist class "

Some of these steamers stop at Hamburg for one day en route from London to Leningrad and return, thus enabling passengers from Germany and other continental countries to avail themselves of this direct route to Leningrad and the consequent economy in the transport of baggage.

There are also two steamers which run regularly between Leningrad and Hamburg and which have accommodations for twelve first class passengers.

Between Leningrad and Stettin one steamer plies regularly once in two weeks.

Odessa is connected by steamer with the Near East ports of Istanbul, Piraeus, Salonica, Jaffa, Port Said and Alexandria. There are two steamers on this line touching at each of these ports fortnightly en route for Odessa. The voyage from Istanbul to Odessa requires only 36 hours.

The furnishing of the 1st and 2nd class cabins on these steamers will be found entirely satisfactory, as well as the cuisine and the saloons and lounges.

Travellers between Persia and Europe generally take the steamer which runs regularly between Pekhlevi and Baku, and then go overland from Baku in transit across the USSR, either by way of Baku—Kharkov—Shepetovka, or Baku—Moscow—Negorelove.

This steamer has 1st, 2nd and 3rd class accommodations, and is well equipped. It leaves Pekhlevi for Baku, and Baku for Pekhlevi twice a week.

AIR ROUTES TO THE USSR

The quickest and by far the most convenient way of entering the Soviet Union from Europe, is by air. The prices compare most favorably with rail rates. Moscow is only fourteen hours from Berlin by plane, Leningrad but thirteen hours and thirty minutes. Intourist guides meet you at the airport, where automobiles wait to take you to the hotel.

THROUGH SIBERIA TO THE FAR EAST

The tourist can go by train direct from Rome, Naples, Prague, Vienna, Paris or Berlin, via Warsaw or Riga to the most important parts of the Far East, crossing the Central Regions of the USSR, the Urals and Siberia. The distance between Paris and Tokyo may be covered in two weeks instead of the six weeks needed by the sea routes. The direct European-Asiatic route includes a visit to *Moscow*, and travellers to China and Japan avail themselves of this opportunity to get a flying glimpse of the city.

The journey by the Trans-Siberian enables the traveller to see, if only from the window of the train, the ever-varying natural and ethnographical features of the country. The Ural mountains, the vast Siberian rivers, deep forests, almost impenetrable *taiga*, the rapidly developing towns of Siberia, the marvellous Baikal scenery, with its beetling cliffs and its blue lake, the ravines of the Yablonov range, and finally the end of the journey, the busy port of *Vladivostok*. From here there is regular steamer communication over the Pacific to Japan. Those travelling to China can either go by the Chinese Eastern to Harbin or via Khabarovsk to Vladivostok.

Detailed information concerning the Trans-Siberian Express may be found in recent pamphlets issued by Intourist.

ITINERARIES FOR 1933

(Prices quoted in American dollars)

Number One	**5 days**
First Class	75.00
Tourist Class	40.00
Special Class	25.00

Tour Number One consists of five full days of Intourist service in any city in European USSR included in any Intourist itinerary for 1933. Rates do not include railway fare from Soviet border to the city chosen, nor return.

Number Two	**5 days**
First Class	90.00
Tourist Class	45.00
Special Class	28.00

Five days divided between Leningrad and Moscow as the tourist wishes. Rail travel between the two cities included.

Number Three	**7 days**
First Class	110.00
Tourist Class	56.00
Special Class	35.00

Seven days divided between Leningrad and Moscow, as the tourist wishes. Rail travel between the two cities included.

Number Four	**10 days**
First Class	165.00
Tourist Class	80.00
Special Class	45.00

Day
1st Moscow
2nd Moscow
3rd Moscow
4th Moscow
5th Moscow, leave evening.
6th Kharkov, arrive at noon.
7th Kharkov, leave evening.
8th Kiev, arrive morning.
9th Kiev
10th Kiev

Number Five	**14 days**
First Class	205.00
Tourist Class	110.00
Special Class	65.00

Day
1st Moscow
2nd Moscow
3rd Moscow
4th Moscow
5th Moscow, leave evening.
6th Arrive Kiev evening.
7th Kiev
8th Kiev, leave evening by steamer.
9th On the Dnieper River.
10th Dnieproges, arrive morning.
11th Dnieproges, leave evening.
12th On the Dnieper River, calling at Kherson, changing to Black Sea steamer.
13th Odessa, arrive morning
14th Odessa

Number Six	**17 days**
First Class	285.00
Tourist Class	140.00
Special Class	75.00

Day
1st Leningrad
2nd Leningrad
3rd Leningrad, leave evening.
4th Moscow, arrive morning.
5th Moscow
6th Moscow
7th Moscow
8th Moscow
9th Moscow, leave morning.
10th Arrive Rostov evening.
11th Rostov
12th Trip to Zernograd State Farm.
13th Leave Rostov morning, arrive Kharkov evening.
14th Kharkov
15th Kharkov, leave evening.
16th Kiev, arrive morning.
17th Kiev

Number Seven	**12 days**
First Class	180.00
Tourist Class	95.00
Special Class	55.00

Day
1st Moscow
2nd Moscow
3rd Moscow
4th Moscow, leave evening.
5th Gorky (formerly Nizhni-Novgorod) arrive morning.
6th Leave Gorky at noon on Volga River steamer.
7th Volga River, calling at Kazan.
8th Volga River, calling at Samara.
9th Volga River, calling at Saratov.
10th Stalingrad, arrive morning, leave evening.
11th On train en route to Moscow.
12th Moscow, arrive morning.

Number Eight	**20 days**
First Class	300.00
Tourist Class	165.00
Special Class	90.00

Day
1st Moscow
2nd Moscow
3rd Moscow
4th Moscow

5th Moscow, leave evening.
6th Kharkov, arrive at noon.
7th Kharkov
8th Leave Kharkov at noon.
9th Sevastopol, arrive morning.
10th Sevastopol
11th Motor tour of Crimean coast from Sevastopol to Yalta, 56 miles, arrive mid-afternoon.
12th Yalta
13th Yalta
14th Yalta
15th Yalta
16th Yalta, leave evening, by Black Sea steamer.
17th On the Black Sea, reaching Odessa in the evening.
18th Odessa, leave evening.
19th Kiev, arrive morning.
20th Kiev

Number Nine	**31 days**
First Class	465.00
Tourist Class	260.00
Special Class	145.00

Day
1st Leningrad
2nd Leningrad
3rd Leningrad, leave evening.
4th Moscow, arrive morning.
5th Moscow
6th Moscow
7th Moscow, leave evening.
8th Gorky, arrive morning.
9th Leave Gorky at noon on Volga River steamer.
10th Volga River, calling at Kazan.
11th Volga River, calling at Samara.
12th Volga River, calling at Saratov.
13th Stalingrad, arrive morning, leave evening.
14th On train, arrive Rostov evening.
15th Rostov
16th Trip to Zernograd State Farm. Leave Rostov evening.
17th On train to Ordzhonikidze (formerly Vladikavkaz), arrive late afternoon.
18th By auto over the Georgian Military Highway, 150 miles, arrive Tiflis late afternoon.
19th Tiflis
20th Tiflis, leave evening.
21st Batum, arrive morning, leave evening on Black Sea steamer.
22nd Cruising the Black Sea Riviera, calling at Poti, Sukhum, Gagri,
23rd Sochi, Tuapse, Novorossiisk and Anapa, reaching Yalta on the evening of the 23rd.
24th Yalta
25th Yalta
26th Motor tour of the Crimean coast from Yalta to Sevastopol, 56 miles, arrive mid-afternoon.
27th Sevastopol
28th Leave Sevastopol morning by Black Sea steamer, arrive Odessa evening.
29th Odessa, leave evening.
30th Kiev, arrive morning.
31st Kiev

Number Ten	**28 days**
First Class	425.00
Tourist Class	235.00
Special Class	135.00

Day
1st Leningrad
2nd Leningrad
3rd Leningrad, leave evening.
4th Moscow, arrive morning.
5th Moscow
6th Moscow
7th Moscow
8th Moscow, leave evening.
9th Kharkov, arrive at noon.
10th Kharkov
11th Leave Kharkov morning, arrive Rostov evening.
12th Rostov
13th Trip to Zernograd State Farm. Leave Rostov evening.
14th Kislovodsk, arrive morning.
15th Kislovodsk
16th Leave Kislovodsk morning, arrive Ordzhonikidze in the afternoon.
17th By auto over the Georgian Military Highway, 150 miles, arrive Tiflis late afternoon.
18th Tiflis
19th Tiflis, leave evening.
20th Batum, arrive morning, leave evening on Black Sea steamer.
21st Cruising the Black Sea Riviera, calling at Poti, Sukhum, Gagri,
22nd Sochi, Tuapse, Novorossiisk and Anapa, reaching Yalta on the evening of the 22nd.
23rd Yalta
24th Yalta
25th Yalta, leave evening by steamer.
26th On the Black Sea, reaching Odessa in the evening.
27th Odessa
28th Odessa

Number Eleven	**16 days**
First Class	250.00
Tourist Class	130.00
Special Class	75.00

Day
1st Moscow
2nd Moscow
3rd Moscow
4th Moscow, leave evening.
5th On train to Caucasus.
6th Arrive Ordzhonikidze in the afternoon.

7th By auto over the Georgian Military Highway, 150 miles, arrive Tiflis late afternoon.
8th Tiflis
9th Tiflis, leave in afternoon.
10th Erivan, arrive morning.
11th
12th
13th
14th
15th
16th
General tour of Soviet Armenia

Number Twelve **12 days**

First Class	180.00
Tourist Class	95.00
Special Class	55.00

Day

1st Batum, leave evening.
2nd Tiflis, arrive morning.
3rd Tiflis, leave afternoon.
4th Erivan, arrive morning.
5th
6th
7th
8th
9th
10th
11th
12th
General tour of Soviet Armenia

Number Thirteen **13 days**

First Class	200.00
Tourist Class	105.00
Special Class	60.00

Day

1st Odessa, leave evening.
2nd Kiev, arrive morning.
3rd Kiev, leave in afternoon.
4th Dniepropetrovsk, arrive morning. By auto to Dnieproges, 40 miles.
5th Dnieproges, leave evening by train.
6th Kharkov, arrive morning.
7th Kharkov, leave afternoon.
8th Moscow, arrive at noon.
9th Moscow
10th Moscow
11th Moscow
12th Moscow
13th Moscow

Number Fourteen **12 days**

First Class	180.00
Tourist Class	95.00
Special Class	55.00

Day

1st Odessa
2nd Odessa, leave evening.
3rd Arrive evening Kharkov.
4th Kharkov
5th Kharkov, leave evening.
6th Dnieproges, arrive morning, leave evening.
7th Sevastopol, arrive morning.
8th Motor tour of the Crimean coast from Sevastopol to Yalta, 56 miles, arrive mid-afternoon.
9th Yalta
10th Yalta, leave evening by steamer.
11th On the Black Sea, reaching Odessa in the evening.
12th Odessa

Number Fifteen **20 days**

First Class	300.00
Tourist Class	165.00
Special Class	90.00

Day

1st Leningrad
2nd Leningrad
3rd Leningrad, leave evening.
4th Moscow, arrive morning.
5th Moscow
6th Moscow
7th Moscow, leave evening.
8th Ivanovo, arrive morning.
9th Leave Ivanovo morning, visit Kineshma, on the Volga River, take Volga steamer in the evening.
10th Gorky, arrive morning. Leave evening.
11th Moscow, arrive morning. Leave evening.
12th Kharkov, arrive at noon.
13th Kharkov
14th Kharkov, leave evening.
15th Dnieproges, arrive morning.
16th Dnieproges
17th By auto from Dnieproges to Dniepropetrovsk in morning, take train from Dniepropetrovsk in evening.
18th Kiev, arrive morning.
19th Kiev
20th Kiev

TRAVEL INFORMATION

INTOURIST has arranged several new itineraries in the USSR for 1933.

The sojourn at each particular point of the chosen itinerary can be lengthened somewhat and the itinerary can be slightly altered one way or the other depending on the circumstances, providing that the total duration of the tour is not prolonged.

The time spent in travelling by train, steamship or automobile is of course included in the total duration of the tour. Tourist groups and individual tourists are at liberty to alter their itineraries or make arrangements for trips not mentioned in the preceding list. In such cases, all arrangements should be made beforehand with Intourist representatives abroad, or with Intourist in Moscow. Intourist undertakes to provide complete service for tourists during the period of the tour booked.

The price of a tour in the USSR includes Intourist service only from the first to the last point of the given itinerary (not from border to border).

For example, Intourist service on Itinerary No. 8 begins with the tourist's arrival in Moscow and ends in Kiev.

Intourist service is subdivided into the following three classes, which have been arranged to suit all tastes.

FIRST CLASS: Most comfortable and in every way excellent service. Travel by rail in sleepers (type Wagons-Lits); in localities where such cars do not run (for example, on the Stalingrad—Kislovodsk line), in upholstered cars, where the seats can be converted into couches offering comfortable sleeping accommodation. On steamers, first-class cabins. First-class hotels, single rooms with bath (in smaller towns: baths where available). Double rooms and suites can be had by special arrangement. Three meals daily and tea in the best hotels and restaurants (wines extra). Automobile to and from station. Sightseeing by automobile. Should a private automobile be required, an additional charge will be made. Luggage transported up to 70 pounds per person. Luggage over and above this amount will be charged for extra. Soviet entrance and exit visas.

TOURIST CLASS: Fully satisfactory service for groups and for single tourists. Railway travel in the upholstered class, convertible seats offering sleeping accommodation, bedding provided. On steamers, second-class cabins. Luggage up to 70 pounds transported free. Best hotel accommodation, 1 to 2 persons to one room. Three first class meals and tea per day (wines extra). Automobile to and from station. Sightseeing in the cities by tourist autobus, other trips by omnibus or charabancs. Soviet entrance and exit visas.

SPECIAL CLASS: Plain but satisfactory service. Railway travel in non-upholstered compartments, with convertible seats for sleeping (mattress and bedding can be obtained from the porter for a small additional charge). Accommodation in hotels, several persons sleeping in large rooms. Plain but nourishing food three times per day. Sightseeing in cities by means of bus or tram. Luggage transported up to 70 pounds. A guide-interpreter is placed at the disposal of every group of 10 to 20 persons. Soviet entrance and exit visas.

After arriving at the starting point of the tour, the traveller may, upon paying the difference, continue the tour with one of the higher classes of service.

The sum paid for the tour will not be refunded, should the tour be interrupted. Exceptions to this are admissible only in case of force majeure, making a continuance of the journey impossible. In such cases a refund will be made on the unused portion of the tour, less 25 per cent to cover expenses incurred.

What is included in the tour price: The new low rates for Intourist itineraries cover transportation, hotels, meals, and Soviet visas, according to the class of service purchased, as described above, and between two and three hours of sightseeing every day. Additional sightseeing excursions are arranged and paid for separately. No allowance for tips need be included in the traveller's budget for the USSR.

Not included in the tour price: Transportation from the Soviet border to the first city on the itinerary purchased; transportation out of the Soviet Union from the point where the itinerary ends.

RATES FOR PARTIAL SERVICE

Travellers who do not wish to purchase the complete travel service covered by Intourist tour rates, may avail themselves of partial service at the following table of prices:

(In American dollars)

HOTEL ROOMS

In First-Class Hotels:	per day	
Room, without bath	$1.50	and up
Room, with shower	2.00	,, ,,
Room, with bath	3.00	,, ,,
Double room, without bath	3.00	,, ,,
Double room, with shower	4.00	,, ,,
Double room, with bath	5.00	,, ,,
Additional bed	from 0.50	

MEALS

Cost of full board (breakfast, dinner, supper and five o'clock tea):

	1st Class	Tourist Class	Special Class
Breakfast	$0.75	$0.50	$0.25
Dinner	1.50	1.00	0.75
Supper	1.50	1.00	0.75
Tea	0.25	0.25	—

GUIDE SERVICE

SUMMER (from April 1 to October 1).		WINTER (From October 1 to April 1).	
Half day (3 hours)	$2.00	Half day (3 hours)	$1.50
Whole day (6 hours)	3.00	Whole day (6 hours)	2.50
By the hour	1.00	By the hour	0.75

One guide-interpreter will accompany a group consisting of not more than 10 persons. Larger groups will be accompanied by a proportional number of additional guides at the rates given above.

The cost of theatre and other tickets is not included in the charge for guide service and must be paid for separately.

SIGHTSEEING

Trips around the city by automobile or special autobus (services of guide-interpreter included) — 2 hours

IN SUMMER (April 1 to October 1)		IN WINTER (October 1 to April 1)	
Lincoln car, 1-2 persons	$10.00	Lincoln car, 1-2 persons	$ 8.00
Lincoln car, 3-4 persons	12.00	Lincoln car, 3-4 persons	10.00
Ford car, 1-3 persons	6.00	Ford car, 1-3 persons	5.00
Special autobus, per person	0.75	Special autobus, per person	0.75

MEETING TRAINS

Intourist agent at the station	$0.25
Special guide-interpreter	1.00

TRANSFER OF PASSENGERS AND BAGGAGE BETWEEN STATION AND HOTEL

By automobile, per person	$1.00
By autobus, per person	0.75
Every passenger is allowed free transportation for two pieces of hand baggage. Additional baggage will be charged extra at the rate of	0.25 each
Heavy baggage (trunks, etc.), will be charged for according to weight and size.	

COST OF HIRED CAR

IN SUMMER (April 1 to October 1)

Lincoln car, for half day (3 hours)	$12.00
Lincoln car, for whole day (6 hours)	18.00
Lincoln car, per hour	5.00
Ford car, for half day (3 hours)	5.00
Ford car, for whole day (6 hours)	8.00
Ford car, per hour	2.00

IN WINTER (October 1 to April 1)

Lincoln, half day (3 hours)	$ 9.00
Lincoln, whole day (6 hours)	15.00
Lincoln, per hour	4.00
Ford, half day (3 hours)	4.00
Ford, whole day (6 hours)	6.50
Ford, per hour	1.50

REGULATIONS GOVERNING VISAS AND THE ADMISSION OF LUGGAGE AND VALUABLES

VISAS

The cost of Soviet entrance and exit visas is included in the price of the tour purchased. The entrance and exit visas are obtained through the office booking the tourist.

When the tourist arrives in the USSR his passport is registered with the Passport Department of Intourist. It is advisable to bring two extra passport photos, as this is necessary for the registration of the passport in the USSR.

Transit visas which the tourist needs when leaving the USSR may be arranged for through Intourist, and their cost, plus the fee to Intourist, will be charged to him.

LUGGAGE

Clothing and articles of personal use may be brought in and taken out free of duty.

PHOTOGRAPHIC AND MOVING PICTURE APPARATUS

Photographic and moving-picture apparatus (16 mm only) as well as plates and films, may be brought into the country, but must be registered at the frontier station. Plates and films which have been exposed may be taken out only after they have been developed.

FOREIGN CURRENCY (VALUTA) AND VALUABLES

The regulations now in force in the USSR require that tourists register at the frontier station all foreign currency, valuta, cheques, letters of credit and drafts, all objects made of precious metals and precious stones, and furs.

Foreign currency and valuables which have not been registered cannot be taken out of the country on the tourist's departure. The tourist will be given a certificate at the frontier station covering these valuables which he should present at the exit point when leaving, as the export of valuables is permitted only when accompanied by such certificate.

Travellers planning to remain in the Soviet Union longer than two months are urged to familiarise themselves with the current regulations, information concerning which will be given by representatives of the State Bank of the USSR.

The import or export of Soviet currency is not permitted.

Objects composed of precious metals or precious stones, works of art and antiques acquired in the USSR may be exported only upon presentation of a special permit.

Antiques purchased in the Torgsin stores may be freely taken out of the country upon presentation of the bill of sale from the store which is also an export license.

USSR STATE BANK TRAVELLERS' CHEQUES

In order to facilitate the exchange of money and other financial operations by visitors to the Soviet Union, such as shopping, settling bills in hotels, restaurants, dining cars, etc., and paying for excursions and other Intourist services, the State Bank of the Soviet Union issues travellers' cheques in amounts of 5, 10 and 20 rubles. These cheques can be obtained at the State Bank or any of its branches, and at all Intourist offices both in the Soviet Union and abroad.

INTOURIST

State Travel Bureau of the Union of Soviet Socialist Republics
11 Gorky Street, Moscow

Representatives in:

UNITED STATES OF AMERICA

Intourist, Inc.,
261 Fifth Avenue
New York

Intourist, Inc.,
304 North Michigan Blvd.
Chicago

Intourist, Inc.,
110 Boylston Street
Boston

Intourist, Inc.,
681 Market St.
San Francisco

HOLLAND

N. V. Intourist
Agentschap-Holland: A. P. Prins
Keizersgeacht 518
Amsterdam

BELGIUM

Intourist Representative
Les Publications
Internationales
6, Rue d Assaut,
Brussels

CZECHO-SLOVAKIA

Intourist Representative
c/o USSR Trade Delegation
Lutzowa 21
Prague II

DENMARK

Intourist Representative
Bernstorffsgade 4 A
Copenhagen

JAPAN

Intourist Representative
c/o USSR Trade Delegation
4 Kogaicho Azabu-Ku
Tokyo

NORWAY

Intourist Representative
Inkognitogatan 24
Oslo

ENGLAND

Intourist, Ltd.,
Bush House, Aldwych
London, W. C. 2

GERMANY

Intourist G. m. b. H.
Unter den Linden 62-63
Berlin NW 7

Intourist G. m. b. H.
Alsterdamm 4/5
Hamburg

FRANCE

Intourist Representative
Banque Commerciale pour
l'Europe du Nord,
26, Avenue de l'Opéra
Paris

AUSTRIA

Intourist Representative
Opernring 6
Vienna I

ITALY

Intourist Representative
c/o Soviet Embassy
Via Gaeta 5
Rome

SWEDEN

Intourist Representative
c/o Trade Delegation of the USSR
Normalms Torv 11
Stockholm

TURKEY

Intourist Representative
Çinili Richtim Han, Galata,
Istanbul (Constantinople)

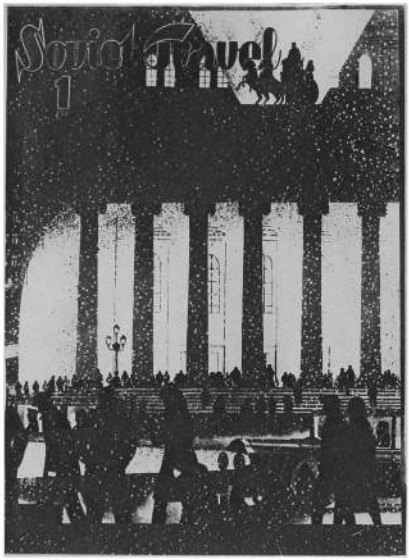
PERSIA

Intourist Representative
Khiabane Istanbul 2
Teheran

BOOK THROUGH YOUR OWN TRAVEL AGENT

See Intourist representatives for maps, literature, and general information

Published by Vneshtorgizdat
Moscow & Leningrad



FOR TOURIST AND ARM-CHAIR TRAVELLERS
THE BI-MONTHLY PICTORIAL

SOVIET TRAVEL

Each issue presents articles by leading Soviet writers on all points of interest in the Soviet Union. Short stories. Articles on the Literature, Art, Theatre and Cinema of the Soviet Union by outstanding critics, artists, playwrights and directors. Profusely illustrated with photographs of Soviet life and the scenic wonders of one sixth of the globe.

Single copies 25 cents (1 shilling). Subscription $1.00 (or five shillings) a year.

Send direct to

SOVIET TRAVEL
11 Gorky Street, Moscow, USSR

PUBLISHED BY UNITED MAGAZINES & NEWSPAPERS

POCKET GUIDE TO THE SOVIET UNION

Indispensable for the Traveller and Student

In 705 pages this compact little book, measuring 4 by 6 inches, presents in vividly written and well-organised form a rich storehouse of up-to-date information about the USSR. The traveller will find clearly set forth every detail of transportation and sightseeing; the student or general reader will find the answer to a thousand and one questions about industry, art, law, government, and planned economy in the Land of the Soviets. The following table of contents shows the extraordinarily wide range of subjects covered by this pocket-size volume;

PART ONE, GENERAL
- The State
- Economic Geography
- The Five-Year Plan
- Labor Legislation
- Political Background
- Social Services
- Cultural Aspects

PART TWO, DESCRIPTIVE
- Leningrad
- Karelia, Lapland and the Murman Coast
- The Northern Regions
- Moscow
- White Russia and the Central Regions
- The Ukraine
- The Volga
- The Urals
- Across Siberia to the Pacific
- The Crimea
- The Caucasus
- Central Asia

APPENDIX
- Soviet Visas
- Customs Regulations
- Frontier Stations
- Transportation
- Post and Telegraph
- Soviet Currency
- Weights and Measures
- Russian Alphabet
- Note on Transliteration of Russian
- USSR Chamber of Commerce
- Society for Cultural Relations with Foreign countries, VOKS
- Torgsin

GOVERNMENTAL AND GEOGRAPHICAL
- Area, Population and Political Divisions
- Nationalities and Peoples
- USSR Governmental Departments
- Diplomatic Representatives in the USSR
- Directory
- Glossary
- Index

Two large folding maps are bound into the Pocket Guide, and a separate folder containing street maps of Moscow and Leningrad goes with each copy.

Intourist's Pocket Guide to the Soviet Union is on sale at all Intourist offices throughout the world, all Kniga stores, and at most large book shops. The price is $1.00. Published by Intourist, State Travel Bureau of the Union of Soviet Socialist Republics, 11 Gorky St., Moscow, USSR.

INTOURIST LTD., Bush House, Aldwych, London W.C.2